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# Sidelights

October 2020 Vol. 50, № 4

Published by the Council of American Master Mariners, Inc.



***Remembering the Mayflower***  
***Shipping Industry Under Cyber Attack***  
***A Plan to Rebuild Our Sealift Fleet***  
***Characteristics of the Shipmaster***

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caphartnett@mastermariner.org

Meetings at 1130 on the 2nd Tuesday of each month, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.

**Mailing Address:** P.O. Box 700  
Edgewater, MD 21037-0400

## Gulf Coast Region

### MOBILE BAY

#### Captain Jerome "Rusty" Kilgore, President

251-490-2741

Meetings at 1330 on the 2nd Tuesday of each month. Felix's Fish Camp Grill: 1530 Battleship Pkwy, Spanish Ft., AL.

**Mailing Address:** 6208 Pier Ave.  
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caphiggins@mastermariner.org

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**Mailing Address:** 8112 Ferrara Drive  
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captmccright@mastermariner.org

If interested in participating please contact Capt. McCright or at captmccright@mastermariner.org Capt. Roth at 409-740-4471. Planning to start regular meetings soon.

**Mailing Address:**  
4620 Fairmont Pkwy, Suite 203  
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## South Atlantic Region

### PORT EVERGLADES / MIAMI

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pilgrimii@bellsouth.net

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# Remember Merchant Mariners on Veterans Day

With Veterans Day fast approaching we should all take time to remember our Merchant Marine Veterans. As noted in the June *Sidelights*, Merchant Mariners of World War II have been awarded the Congressional Gold Medal. We also featured a framed exhibit of World War II Merchant Marine service award cards and ribbons which were found at an auction in Maryland by Captain John Dudley. Captain Dudley wanted to ensure that these cards and ribbons would not be lost and that they would be available to public. To that end, he contacted Dr. Josh Smith at the National Maritime Museum. They told him that the Museum was not accepting any donations at the time due to MARAD funding restraints. Captain Dudley then contacted the person in charge of Land Hall at the U. S. Merchant Marine Academy, as all the award cards bear Emory Land's signature. He asked if they had anything in the facility that featured Admiral Land and if they would like to add a display. He never received a reply. Later, Captain Dudley mentioned the display at a SMA (Society of Maritime Arbitrators) luncheon in NYC where a New York Maritime Academy graduate said that their museum would love to have the display. Captain Dudley did not follow up on that lead and the display remained in his closet.

Captain Dudley shared the above information, along with photos of the display, with his classmates from Kings

Point (class of 1969). Captain John Cartner (CAMM #2574) was one of those classmates. Captain Cartner quickly sent the information to MARAD Administrator, Admiral Buzby (CAMM #3476). After Admiral Buzby had a persuasive conversation (read blunt sailor talk) with the National Maritime Museum, they readily agreed to take the exhibit for safekeeping. We should all thank Captain Dudley, Captain Cartner and Admiral Buzby for preserv-



Merchant Marine Defense Bar – For service in U.S. ships during National Emergency 1939-1941 Merchant Marine Combat Bar – Serving on a ship which engaged in direct enemy action – Star indicates that the ship was sunk. Seaman's Emblem – Given to every man who shipped out in wartime.



Atlantic War Zone Bar – Serving on ships in convoys to Europe



Pacific War Zone Bar – Serving on ships delivering goods to defeat Japan



Top the actual ribbons/bars Bottom Mediterranean Middle East War Zone Bar – Serving on ships in the Med and Middle East.



The National Maritime Museum at Kings Point, New York They now have the display of World War II Merchant Marine Bars

ing this piece of Maritime history. On November 11th, remember the Merchant Marine Veterans, not just of World War II, but also those who carried the needed

military supplies to Vietnam, the First Gulf War, the Second Gulf War, and those who continue to deliver the goods to our military all over the world.

# In This Issue



## ON THE COVER

*Mayflower in Plymouth Harbor, by William Halsall, 1882 at Pilgrim Hall Museum, Plymouth, Massachusetts, USA.*

## SIDELIGHTS

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## TO SUBMIT MATERIAL

We welcome your articles, comments, illustrations and photographs. Please email to: [Sidelights@mastermariner-us.org](mailto:Sidelights@mastermariner-us.org) or mail your submissions to

*Sidelights* Chair  
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All submissions will be reviewed, but are not guaranteed to be published.

## PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 22	Feb. 15
April*	March 5	April 1
June*	May 12	June 15
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

\*April and June subject to change dependent on CAMM Annual Meeting date



**View from the Bridge ..... 7**  
 Crew Changes Remain Problematic



**In the Council ..... 9**  
 Secretary/Treasurer Report ..... 9  
 The \$10,000 Bill and Maritime History ..... 10  
 Chaplain's Report ..... 11  
 Council Reports ..... 12  
 Crossed the Final Bar ..... 14

**In the Industry ..... 16**

DOT Launches New Marine Highway Module of Port Planning and Investment Toolkit ..... 16  
 CMA-GMA and IMO Latest to Suffer Cyber Attacks ..... 17  
 A Smooth Crossing and a Rescue ..... 18  
 A Plan to Rebuild Our National Maritime Sealift Fleet - A Mission for MARAD ..... 22  
*El Faro* Salute! Memorial for Maine ..... 26  
 Washington State Ferries' Shift Towards a Zero-Emission Fleet ..... 27  
 Characteristics of the Shipmaster and the First Modern Captain Combershall ..... 28



**The Mayflower ..... 20**  
 Why Do We Remember the *Mayflower*?

**IFSMA and IMO ..... 34**

IFSMA Report ..... 34  
 Nautical Institute New President ..... 35  
 Anchor Awareness ..... 35  
 IMO Facilitate Crew Changes - IMO Resolution Calls for Government Action ..... 36  
 Autonomous Ships and Ports Interface ..... 37  
 Remote Audits Used to Avoid Disruption to Ship's Audit Schedule ..... 37



**NOTICE** The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or political party.

# CAMM Before Congress – October 28, 1977

Captain K.C. Torrens was President of the Council of American Master Mariners from 1974 to 1981. He sailed as Master with Farrell Lines prior to going ashore to work as a Port Captain with the company. While President of CAMM and the Senior Port Captain for Farrell Lines, Captain Torrens testified several times before Congress.

The following is Senator James Eastland's introduction of CAMM National President to the Senate Subcommittee before Captain Torrens' testimony to the Committee concerning the ratification of the Panama Canal Treaty (October 1977).

Captain K.C. Torrens is National President of the Council of American Master Mariners, Inc. and is, therefore, the recognized national spokesman for captains of vessels belonging to the U.S. merchant fleet. Captain Torrens' remarks will be important to the committee and to the Senate inasmuch as his remarks will represent the view of a highly skilled and highly respected group of American citizens

who will be immediately and very directly affected should the Senate consent to ratification of the proposed treaties. So, at this time, Captain Torrens, we would be happy to receive your testimony. We are glad to have you with us.

Captain Torrens' testimony can be found online in the Panama Canal Treaty Hearing before the Subcommittee of Separations of Powers, 1977.



Captain K.C. Torrens at conference on marine weather, 1979  
 PHOTO FROM "LOOKOUT", SEAMAN'S CHURCH INSTITUTE, MARCH/APRIL 1979

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 Price includes tax, shipping and handling.





Captain  
Cal Hunziker  
CAMM National  
President, #3070-RU

## Crew Changes Remain Problematic

I must start off this edition of "View from the Bridge" by giving kudos to our Editor and Executive Vice President. The last addition of *Sidelights*

was an excellent example of his hard work and diligence in putting together the Council of America Master Mariners publication. I received many phone calls on the great coverage of the hundredth anniversary of the Jones Act. All the callers gave glowing accolades to the stories that were presented. In particular, Captain Ed Gras told me how proud he was that we were still supporting the Jones Act. He also related that a maritime society in his area had a speaker railing against the Jones Act during a gathering. That speaker turned out to be an employee of a foreign flag company. Captain Gras informed me that he stood up in the meeting to chastise not only the speaker but the society for having someone speaking against the Jones Act.

### Crew Change Over

I have been attending a weekly zoom meeting hosted by Father Oubre, CAMM's Chaplain. These meetings are dealing with the hardships of facilitating crew changes on vessels during the Covid-19 pandemic. The Apostleship of the Sea is a leading supporter of efforts to facilitate crew changes in a timely manner, particularly in foreign ports. They have been in contact with the Philippine

government and the Philippine Embassy to get them to agree to make it easier for Filipino and other nationality crewmembers to be relieved in Philippine ports. The correspondence has been positive and in addition to Manila, the Philippines has opened Subic Bay as a transit point. In many cases, the seamen have a 14-day quarantine in a barrack or hotel before being allowed to transit to their home in the Philippines or to their home nation.

Other nations are starting to step forward and facilitate the exchange of crewmembers, some with great success and others with questionable practices. One story related to me was of a seaman who had been on a vessel for 15 months and 4 days. Upon being relieved, he had to take the COVID test at his own expense, costing him €380 (nearly \$500 US) before he could go to the airport. While this is the only story which has come to my attention, I cannot help but wonder if there are not similar stories that seafarers are reluctant to report.

I have talked with Admiral Buzby at MARAD and he assures me that crew transfers are taking place in most U.S. ports. American flag ships have few problems in exchanging crewmembers in the United States. Problems arise when crewmembers must be relieved in foreign ports. In many cases, there are delays and added costs. The main sticking point appears to be the airline industry. In case after case, seamen are discharged from the ship, but when they arrive at the airport their flight is either canceled or delayed. This is also true of foreign seaman traveling through the U.S. to join a foreign flag ship. In one case, an Indian Captain was enroute to relieve a captain in Vancouver British Columbia. He got as far as Dallas-Fort Worth and was repeatedly turned down by the

airline to travel onto Vancouver. The Canadian Council had to become involved and they helped resolve the issue.

Maintaining world shipping during the pandemic has been deemed crucial for issuing the continued flow of needed medical supplies and food. To ensure safe staffing of vessels, crew changeover is essential yet travel restrictions and grounded airplanes are making the changeover of crew members on ships virtually impossible.

### Gangway Up

Another ongoing bone of contention is the gangway up policy being used by MSC on USNS ships throughout the world. Seamen and officers of these vessels are restricted on board while contractors, inspectors and other shoreside personnel including naval personnel are free to come and go. In my opinion, this is no different than indentured servitude. I thought the days of impressed gangs was something of the past.

### 2021 AGM

On a brighter note, we are looking forward to the 2021 AGM/PDC in Port Canaveral, Florida. Captain Aschemeyer, having transitioned from his role as CAMM's Secretary/Treasurer to Events Vice President, has assured me that this meeting will be one to be remembered. The pandemic has affected all our lives and necessitated the cancellation of the 2020 AGM/PDC, but we look to a brighter future for all our members and Associates. ↓

Your President,

Cal Hunziker

# New Members and Changed Membership Status

## Welcome Aboard

### New Members

- # 3515-RU **Captain Timothy P. Kelly**  
Sailing as Master in MV *Maersk Pittsburg*  
Resides in Bow, NH  
Sponsor Captain George N. Zeluff, Jr. # 2530-L
- # 3516-A **Donald L. Martin**  
Integrity Marine Shipping Company  
Resides in Fort Lauderdale, FL  
Sponsor Captain Manny Aschemeyer # 1548-L
- # 3517-RU **Captain Michael A. Novak**  
Sailing as Master in M/V *Ory*, Edison Chouest Offshore  
Resides in Fort Lauderdale, FL  
Sponsor Captain George N. Zeluff, Jr. # 2530-L
- # 3518-AL **Second Officer Laura C. McCormack**  
Currently Sailing as 2/M on *Maersk Peary*  
Resides in Manchester, NH  
Sponsor Captain Alexandra Hagerty, #3480-S
- # 3523-AL **Chief Mate Aaron Joseph Arabski**  
USCG Licensed Unlimited Chief Mate Upon Oceans  
Sailing as Second Mate/Chief Mate in *Noble Bully II* for Noble Drilling Int.  
Sponsor Captain Manny Kelakios, # 3071-RU
- # 3524-RU **Captain Mathew T. Burns**  
Sailing as Master of HSC *Alakai*, Seaward Services, Inc.  
Resides in South Lake Tahoe, CA  
Sponsor Captain Michael Jessner # 3396-RU
- # 3525-RU **Captain Michael L. La Maina**  
Sailing as Master of M.V. *Maersk Iowa*  
Resides in Hernando, FL  
Sponsor Captain George Koch # 1501-RU

## Congratulations and Welcome Aboard

### New Honorary Members

- #3519 H **Rear Admiral Michael Alfultis, USMS**  
President of SUNY Maritime College, Fort Schuyler, NY  
Sponsor Captain George Sandberg, #1919-RU  
<http://www.sunymaritime.edu/aboutleadership/president>
- #3520-H **Rear Admiral Francis X. McDonald, USMS**  
President of Massachusetts Maritime Academy, Buzzards Bay, MA  
<https://www.maritime.edu/presidents-office>  
Sponsor Captain Janet S. Walsh, # 3001-RU
- #3521-H **RADM Michael E. Fossum, USMS**  
Superintended Texas A&M Maritime Academy at Galveston  
<https://www.tamug.edu/corps/pages/About/administration.html>  
Sponsor Captain Cal Hunziker, # 2457-RU
- #3522-H **RADM Gerard Achenbach**  
Superintended Great Lakes Maritime Academy  
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Sponsor Captain Chris Edymean, #3441



## Letters to the Editor

CAMM welcomes Letters to the Editor. Please share your comments, perspectives and opinions on articles and subjects published in *Sidelights* by writing a "Letter to the Editor." Email letters to [Sidelights@mastermariner-us.org](mailto:Sidelights@mastermariner-us.org) or mail to: *Sidelights* Editor, 4675 144th Pl SE, Bellevue, WA, 98006. If there is a particular issue of concern you would like to see addressed, or if you have an article for publication, please email to [Sidelights@mastermariner-us.org](mailto:Sidelights@mastermariner-us.org).



# SECRETARY - TREASURER

## Looking to the Future



Captain  
Augusta Roth  
Camm National  
Secretary-Treasurer  
#3116-U

Greetings from your new Secretary-Treasurer. It is a great honor to achieve your recognition for this position. I hope I can fill the last Secretary-Treasurer's very big shoes!

As a professional organization, I will help CAMM become more engaged in these activities and lend their expertise to industry. Please, feel free to use me as a collection point for any ideas you may have on how to accomplish this goal. I am also looking to organizing a marketing advisory group to assist me in these endeavors. If you are interested, please email me at [captroth@mastermariner.org](mailto:captroth@mastermariner.org). If there is a delay in response from that email address, I apologize in advance. I do work full time and reserve part of Friday and weekends to focus on CAMM items.

### Budget

Currently, the organization is financially sound. We could be much more productive if our members kept up with dues. I will be mailing out annual notices and arrears notices soon. Please do your best to get your payment in early to keep the organization's operations continuous throughout the year.

### AGM

COVID has disrupted our lives. We are still planning to hold our AGM meeting in Port Canaveral, FL in 2021. Sponsorships for the AGM have been better than expected and will help us keep the cost of attending reasonable. It is amazing to see selfless service and support from our peers and industry. It is not too late to become a sponsor – go to <http://mastermariner.org/2020-annual-meeting.html>. Keep up the great work in promoting our efforts. We do make a difference in the maritime industry.

### 2020 Raffle

Each year, we have our annual raffle at the AGM. This year is no different. Mariners are resilient and can get the

job done even during rough seas and pandemics. The Texas A&M Maritime Academy Cadet Chapter assisted in the raffle drawing in the absence of AGM in-person meeting. This means, there will be another chance in Port Canaveral.

The winners of the 2020 Annual raffle are:

- First Place Prize (\$800) - Captain Scott Kreger (Camm # 3330-RU), Master, USNS Pfc Dewayne T. Williams (T-AK-3009); Resides in Pine Valley, CA, (Member-at-Large)
- Second Place Prize (\$500) - Captain Calvin Hunziker, (Camm # 2457-RU), National President, CAMM; Retired Puget Sound Pilot; Resides in Lake Tapps, WA; Member, CAMM Chapter - Seattle/PNW



Members of the Texas A&M Maritime Academy Cadet Chapter conduct the 2020 CAMM National Raffle drawing. L-R: Cadets: S. Wright, S. Cushman, A. Johnson, and A. Speed

- Third Place Prize (\$200) - Captain John M. (Jack) Cox, III (Camm # 1069-RU), CEO Black Ball Ferry Line; President, The Maritime Group; Resides in Seattle, WA; Member, CAMM Chapter - Seattle/PNW.

Your Secretary-Treasurer,

*Augusta D. Roth*

Captain Augusta Roth

Manny Aschmeyer has been a tremendous help getting me lined up. He has done an amazing job over the years and provided me with guidance to avoid rough seas! I greatly appreciate his time and efforts to make this a smooth transition. I do look forward to working closely with him, along with the new Membership VP, Captain George Zeluff, and his team. There may be some transitional hiccups, but we are all working together to keep things aligned. During the new alignment of hierarchy within the by-laws, I would ask for your patience and support for the whole organization. There is a great deal to do and we are striving to become a more successful professional organization in support of Masters and Seafarers as we steam forward.

### My Vision

By the end of the year, I expect to move our record keeping maximizing technology by digitizing documents. This will allow easier flow of information between the Board of Governors (BOG) and the membership. I will also be working to broaden our marketing campaign into social media. I have observed multiple groups working on major projects which impact our mariners. As a leading pro-



# The \$10,000 Bill and Maritime History

## The Painting

The Embarkation of the Pilgrims is one of four scenes of early exploration on display in the U.S. Capitol Rotunda. It is Robert Weir's most famous work. Initially, Weir had intended to paint a scene depicting the Mayflower Compact. However, the same subject was proposed by another artist and Weir, out of respect, instead chose to paint the embarkation from Delfts Haven, Holland. The painting was completed in July 1843 and was first seen by the Corps of Cadets at the United States Military Academy at West Point, where Weir was an instructor. The painting then traveled to Boston, New York, and Philadelphia and was hung in the U.S. Capitol in December 1843.

This painting depicts the Pilgrims on the deck of the ship Speedwell on July 22, 1620, before they departed from Delfs Haven, for North America. The figures at the center of the composition are William Brewster, holding the Bible, Governor Carver, kneeling with head bowed and hat in hand, and pastor John Robinson, with extended arms, looking Heavenward. Gathered around them are the men, women, and children going on the voyage. The armor, helmet, and musket in the foreground represent the tools that the Pilgrims would use for protection in the New World. In the background on the right are the city and people the Pilgrims leave, and on the left a rainbow represents the hope and promise of what lies ahead.

The Speedwell sailed to Southampton, England, to join the Mayflower. The Speedwell proved incapable of making the Atlantic crossing and the two vessels returned to Plymouth where the Mayflower took some of the passengers from the Speedwell and continued the voyage to America.

## The \$10,000 Bill

The 1918 series \$10,000 bill features the portrait of President Lincoln's Secretary of the Treasury, Salmon P. Chase, on the front and The Embarkation



Photo of the painting The Embarkation of the Pilgrims by Artist Robert W. Weir, 1843

PHOTO BY THE ARCHITECT OF THE CAPITOL IS IN THE PUBLIC DOMAIN VIA WIKIMEDIA.ORG

of the Pilgrims on the back. It is only one of four United States bills that has the dollar symbol on it and was the highest denomination US currency ever to publicly circulate. A \$100,000 bill featuring the portrait of Woodrow Wilson was issued, its purpose was to transfer funds between

F e d e r a l Reserve Banks and was not issued to the public. Since 1969, the highest denomination note issued in the U.S. is the \$100 bill.

There are only five series of 1918 \$10,000 bills known to exist and all five are in government holdings. All the series have the same design.

It is plausible that several 1918 ten thousand-dol-

lar bills do exist in private, but none have been found. While the Mayflower made one of the most famous voyages in American History, the Speedwell made history on the \$10,000 bill.



The 1918 series \$10,000 Bill

PHOTO IS LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL ATTRIBUTION: NATIONAL NUMISMATIC COLLECTION, NATIONAL MUSEUM OF AMERICAN HISTORY



## Happy Birthday - Catholic Maritime Ministry



by Father  
Sinclair Oubre  
CAMM Chaplain  
#3220-A

Glasgow, where the ministry was first organized, but COVID-19 took care of that. With a little luck and a vaccine, we may be able to get over to Glasgow for the 101st anniversary observance.

The Catholic Church was late to the maritime ministry dance. Decades before 1920, the German and Scandinavian Lutheran ministries, Anglican/Episcopalian ministries, and English-speaking Protestant ministries were actively taking care of their national and coreligionist seafarers in ports throughout Europe and the world. Catholic dioceses could not think outside of the local parish church. Since the port was in the very heart of the city, Catholic bishops and priests thought that Catholic seafarers would come to Mass at the waterfront parish church which they could see from the deck of their ships when they heard the church bells ring.

This was not the case, and was evident to Peter Anson, one of the three founders of the Apostleship of the Sea. On April 30, 1920, he wrote a letter to The Universe entitled A Plea for Catholic Seamen. The article caused quite a stir. One correspondent stated, “. . .the mercantile marine have no chaplains and the priests

On in seaport towns are too overburdened with work already to give ships much individual attention.” When Anson interviewed Catholic priests about the paltry Catholic ministry to Catholic seafarers around the Rive Clyde in Glasgow, he wrote: . . .few of the many priests to whom I spoke about the needs of Catholic seafarers, appeared to consider that any special provision was necessary. They explained that practically all the seamen whose ships traded from Liverpool had their home in or near the city, and that they could always get to Mass and the Sacraments if they chose to do so. The older priests reminded me that a small Club for seamen had been opened . . . as far back as 1893, and the fact that it did not survive more than a few years, was sufficient proof that there was no real need for any Catholic Club, Home or Institute in Liverpool . . .

On October 4, 1920, Peter Anson, Brother Daniel Shields, S.J., Arthur Gannon, and a handful of other supporters formally organized the Apostleship of the Sea. In 1922, this apostolic initiative was recognized by Pope Pius XI as the Church’s international apostolate to seafarers. Since that time, the ministry has grown to ports throughout the world, and today continues to care for the spiritual and sacramental well-being of Catholic seafarers, but also the spiritual, psychological, and temporal needs of all seafarers who come through their doors.

With the 100th anniversary observance, the Catholic apostolate to the people of the sea will have a new name and a new logo - Stella Maris. As Fr. Bruno Ciceri, International Director of Stella Maris, noted, Today in ports around the world, seafarers, fishers, and their families easily recognize the logo and identify our chaplains and volunteers as ‘the ones from Stella Maris’, more so than the

Apostleship of the Sea. This new name, Stella Maris, and the new logo are not just “branding” issues but are manifestations of this Catholic apostolate moving into the future. As Cardinal Peter Turkson, Prefect of the Dicastery for Integral Human Development, stated: . . .today more than before in charting the future of our Apostolate we are called to be open to the Spirit of renewal and find new ways and means to be the Church sailing with the people of the sea. In closing, I offer to you, my fellow brothers and sisters of the sea, this special 100th Anniversary *Stella Maris Prayer*:



Apostleship of the Sea’s new logo emphasizing Stella Maris.

...today more than before in charting the future of our Apostolate we are called to be open to the Spirit of renewal and find new ways and means to be the Church sailing with the people of the sea. In closing, I offer to you, my fellow brothers and sisters of the sea, this special 100th Anniversary *Stella Maris Prayer*:

*O Mary, Star of the Sea, as we celebrate with prayer and devotion the Centenary of this apostolate of silent service with the greatest of compassion and love, we humbly ask you, O holy Mother of God, to guide always and everywhere all people of the sea and those who care and minister to them.*

*O Virgin most powerful, as we sail upon the stormy seas of life, we pray, come to our aide, help us to remain steadfast, and be for all seafarers and fishers across the waters of this earth, and their families, the Ark of the covenant gently navigating the Ship of Faith, the Church, to a port of safe haven in Jesus Christ.*

*O Mary of the morning star, continue to be the consolation and sure hope to enlighten our hearts and minds so that we may never lose or stumble in our Faith in keeping a firm and fixed compass bearing on your Son, Our Lord, who is, who was and will ever be our true and only salvation for all eternity without end. Amen.*

*Our Lady Star of the Sea, Pray for us.*





# Council Reports

## Executive Vice-President

Captain RJ Klein, #1751-RU  
[captklein@mastermariner.org](mailto:captklein@mastermariner.org)

I continue to work with Captain Hunziker to ensure that the new CAMM leadership structure will produce results for the membership. We are formulating ideas on how to revitalize the local Chapters. We also will address ways to reach out to our younger members through social media. Captain Roth is especially interested in making our digital profile more visible.

## Government Liaison VP

Captain Jeffery Cowan, #3070-RU  
[captcowan@mastermariner.org](mailto:captcowan@mastermariner.org)

Report not available.

## International Relations VP

Captain Cal Hunziker, #2457-RU  
[caphunziker@mastermariner.org](mailto:caphunziker@mastermariner.org)

See ISFMA Report page 35.

## Positions VP

Captain Frank Zabrocky, #1964-RU  
[captzabrocky@mastermariner.org](mailto:captzabrocky@mastermariner.org)

No report available.

## Media VP

Captain RJ Klein, #1751 RU  
[captklein@mastermariner.org](mailto:captklein@mastermariner.org)

The deadline for submitting papers, articles, and reports for the December issue of *Sidelights* is fast approaching. Please submit same by November 20th. I thank all members who have forwarded articles of interest for possible reprinting. We do strive to have as many original articles as possible while keeping the membership informed of current events within the Maritime Industry.

Updating the website has become a priority, but to keep the Chapter information current we need input for the Chapter Officers. Please send updates for your Chapter WebPages when you send your reports to *Sidelights*.

All members are encouraged to update their profile page, including their biography by going to the membership login tab and logging into the MAS data base. Your user ID is your CAMM number without the letters. If you have not set up your password just click “forgot your password” and instructions will be sent to your email of record.

## Membership VP

Captain George Zeluff, #2530  
[captzeluff@mastermariner.org](mailto:captzeluff@mastermariner.org)

Report not available.

## Events VP

Captain Manny Aschemeyer, #1548-RU  
[captaschemeyer@mastermariner.org](mailto:captaschemeyer@mastermariner.org)

CAMM's 2020 AGM/PDC meetings and events have been cancelled until 2021. Originally scheduled to be held at Port Canaveral, FL in May due to the COVID-19 pandemic, we first postponed the event from May to August and then moved it to October. During the summer months it became evident that the pandemic would not allow us to safely move forward with our annual gathering. We will plan to meet in Port Canaveral in 2021. This is an outstanding venue for us to enjoy and we have a good contract in place with the hotel sight and have made arrangements with other venues for our social events.

We also have notified all our speakers/presenters and have put together an outstanding program that will be thought-provoking and be of benefit for all who attend. We have been successful in obtaining sponsorships which will enable us to keep registration costs low for all interested parties who attend. Our thanks to all our sponsors and contributing CAMM members for their generous financial support!

I would be remiss if I did not recognize our hard-working and dedicated Conference Planning Committee – Captains Rich Grimison (# 3414-RP), John Murray (#2097-RU), and Manny Arosemena (#3028-RU) – for their outstanding help and participation in striving to make our 2021 AGM/PDC an event worth remembering! The actual dates have not been confirmed, but we are tentatively looking at early May 2021. Updates will be posted on our website. (<http://mastermariner.org/2020-annual-meeting.html>) and published in *Sidelights*. Hopefully, we will have control of COVID-19 so that we will be able to offer a safe and secure in-person AGM/PDC at Port Canaveral! Hope to see you ALL there!

Finally, as I step down from my previous position as your National Secretary/Treasurer for CAMM, I want to thank you ALL for the support, respect, encouragement, and camaraderie I enjoyed during my 6+ years in that post. I've now “passed the baton” to Captain A.D. “Gussie” Roth – effective this month - and I trust she'll do an outstanding job in carrying out her new duties and responsibilities as CAMM's National Secretary/Treasurer. Please give her the same support, respect, and encouragement you gave to me! Good luck and Godspeed to Captain “Gussie”!

## New York Metro

Captain George Sandberg, #1919-RU  
*Chapter President*

Report not available. For meeting information contact Captain George Sandberg at: [captsandberg@mastermariner.org](mailto:captsandberg@mastermariner.org).

## Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Meetings suspended due to COVID-19. Check the Chapter website for update information

## Port Everglades/Miami

*Captain Paul Coan, #3021-RU,  
Chapter President*

Meetings suspended due to COVID-19. Check the Chapter website for update information

## Tampa Bay

*Captain Ronald J. Meiczinger, #1747-RU  
Chapter Secretary/Treasurer*

Meetings suspended due to COVID-19. Check the Chapter website for update information

## Mobile Bay

*Captain Jerome "Rusty" Kilgore,  
Chapter President*

Meetings suspended due to COVID-19. Check the Chapter website for update information

## New Orleans

*CE Horace George, #3223-A,  
Chapter Secretary*

Meetings suspended due to COVID-19. Check the Chapter website for update information

## Houston

*Captain Michael McCright, #2753-S  
Chapter President*

CAMM Houston held an informal social meeting will be held on September 24, 2020 with the TCH of Houston. This was a golf driving range outing and Scholarship fundrasier.

Included in the email to CAMM Houston Chapter members were links to various Maritime articles with pertinent issues.

- 1) THIS IS NOT A DRILL – A Long Story About A Short Meeting To Save US Shipping <https://gcaptain.com/us-shipping-not-a-drill/>  
Note: A very good read and calling all hands)
- 2) Tom Hanks receives American Maritime Hero Award <https://www.workboat.com/news/bluewater/tom-hanks-receives-american-maritime-hero-award/>
- 3) Trump, Biden support the Jones

Act <https://www.workboat.com/news/government/trump-biden-support-the-jones-act/>

## Los Angeles/Long Beach

*Captain Dave Boatner, #2162-RU  
Chapter President  
By Captain Manny Aschemeyer*

Meetings suspended due to COVID-19. Check the Chapter website for update information.

## San Francisco Bay Area

*Captain Nicholas Lewis # 3034 RU*

It is was a sad day when we learned of the sudden passing our chapter president Captain Klaus "Nick" Niem. Captain Niem had been the president of the San Francisco Bay Chapter for over 10 years and previously served as South Pacific Regional Vice President under CAMM's old leadership structure.

As Vice-President of the chapter, I have "taken command" and will endeavor to do my best to keep the chapter active. Shortly before his passing, Captain Niem had been appointed Chairman of the Lalonde "Spirit of the Seas" Award Committee. I was asked by the National President, Captain Hunziker, to take Captain Niem's place as Chairman of the Lalonde Committee. I am honored to accept this appointment.

## Meetings to be the 1<sup>st</sup> Thursday of the Month

Like most chapters, we have suspended in-person meetings as COVID-19 continues to disrupt our lives. In Northern California, we are also struggling with air quality issues. I will provide information concerning our next meeting to members by having it posted on the Chapter website. Anyone with suggestions on how we can improve CAMM's profile in the San Francisco Bay area please contact me. Phone: 707-641-2804. Email: [captlewis@mastermariner.org](mailto:captlewis@mastermariner.org)

## Columbia River

*Captain Bill Good, #1924-RU  
Chapter Secretary*

We will remain "Restricted to Ship" as our vessel is under Quarantine!

## Seattle PNW

*Captain Doug Subcleff, #2329-RU  
Chapter Secretary*

The Seattle Chapter lost another stalwart on July 4, when Captain Andy Subcleff passed away just shy of his 98th birthday. Like Captain Chelemedos and Pat Hartle, Captain Andy helped make the Seattle Chapter vibrant. He served as our Treasure and President. My Dad, Captain Andy, brought me to CAMM and showed me the importance of belonging to the organization.

He will be missed by our chapter members and many more who knew him.

Our meetings have been suspended due to the COVID-19 pandemic. We have also learned that our meeting place, McCormick & Schmick's in Bellevue, has permanently closed. Captain Don Moore, our Chapter Treasurer, will again be searching for a centrally located, reasonably priced meeting place. This is not new to Don, as this will be the fourth meeting location change in the last seven years.

The Seattle Chapter cancelled its annual Bob Magee Memorial Golf Tournament which we have hosted since 2007. The event was held to raise money for the Youth Maritime Training Association (YMTA). Their mission it is to expose young people in the state of Washington to the maritime industry. YMTA offers information, scholarships, and grant resources to students in the Puget Sound region. In-lieu of the annual golf event, CAMM Seattle is sponsoring a fund-raising drive to benefit YMTA. Anyone interested in donating can go to our new website, [www.camm-ymta-golf.org](http://www.camm-ymta-golf.org). We continue to publish our monthly Seattle Chapter Newsletter. It is now available online on the Chapter Webpage. ↴

# CROSSED THE FINAL BAR

## CAPTAIN JOHN R. WALTON, CAMM #2200

Captain John R. Walton died March 20, 2020 at the age of 69. He was a resident of Parkville, MD. A member of CAMM since 1983, he was a member of the Baltimore/Washington Chapter. He sailed for Sergeant Marine and retired in 2000 as Master of the Expeditionary Sea Base Asphalt Command.

Captain Walton enjoyed crabbing, oystering and fishing along Maryland's Eastern Shore, and he owned and operated Walton's Seafood. He is survived by his wife Mary; sister Barbara and her husband Herbert; nieces and nephews Amanda, Debbie, Christine, Bryan and LeSales; Kathy and Richard Gittings; five great-nieces and two great-nephews.

## ANDREW CHRISTIAN SUBCLEFF, CAMM #1999-RU

Captain Andrew "Andy" Subcleff passed away in Edmonds, WA on July 4, 2020. Born in Iowa on October 4, 1922, he was a 1940 graduate of Clinton High School in Iowa.

After graduation from high school, Captain Subcleff wanted to serve his country at the beginning of World War II. A bout with childhood polio kept him from active military service but he still wanted to serve his country. Captain Subcleff found that the U.S. Maritime Service's physical exam was not as stringent as the military. He joined the U.S. Merchant Marine and sailed as OS and AB in the early part of WWII. Captain Subcleff graduated from Officer Training School in Fort Trumbull, CT as a Third Officer in 1945. Just weeks after getting married on July 20, 1945, he shipped out as Third Mate on the *Terre Haute Victory*, on an extensive voyage that included Calcutta, India before returning home in April 1946. This began Captain Subcleff's long seagoing career.

He joined the *Alaska* Steamship Company and worked up the ranks to Master and Pilot in ports throughout Alaska. Captain Subcleff acquired pilotage for all of South East, South West, and Western Alaska, a rare accomplishment. In the 1950s, Alaska Steam's *Liberty* and *Victory* ships were modified to carry containerized cargo, a rather innovative concept for the time. After a 1965 trip as Master on the *Chena* (a ship that survived the Alaska earthquake tidal wave in Valdez in 1964), he came ashore as Port Captain, working in the office at Pier 42 in Seattle, until the demise of Alaska Steam in 1971.

Captain Subcleff sailed for a several years on the unique trainship *Alaska*, a twin screw vessel capable of carrying 56 rail cars. Built in Japan in 1959, the ship ran from Canada to Whittier, AK. The *Alaska* was first operated by the Skinner company's Alaska Trainship Corporation, then by Crowley. The last ship he sailed aboard was the *Pribilof*, as relief Master. Captain Subcleff then headed to Homer, Alaska to join the SW Pilots organization where he worked for 10 years until his retirement in 1987.

After retirement, Captain Subcleff dedicated his spare time to church volunteer work, the Masonic Maritime Lodge, and the Council of American Master Mariners (CAMM). He served as the Treasurer of the Seattle Chapter of CAMM for over 10 years until elected the Chapter President in 2003.

Captain Subcleff also hosted Saturday pancake breakfasts for the family for many years and is survived by his wife Betty of 75 years, four children: Doug (Amy), Andrea, Ralph (Erin), Carl (Sandy), 8 grandchildren and 2 great-grandchildren.

Fair winds and following seas to show you the way home, and may you rest in peace.



*Captain Subcleff as a young Deck Officer in Alaska*



*Captain Subcleff at a CAMM meeting ~ 2010*



## CAPTAIN DAVID B. PARTRIDGE, CAMM #1435-RU

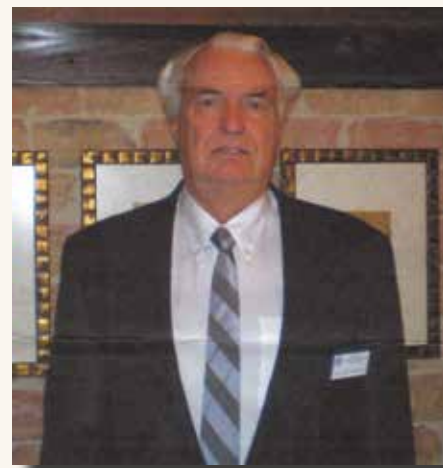
The seas of heaven have gained a new captain. On Aug 18, 2020, David passed away at the age of 79. David was born in Worcester, Mass. He graduated from U.S. Merchant Marine Academy in Kings Point, New York, Class of '62. After graduating from Kings Point, he sailed as Third and Second Mate with Delta Lines to West Africa, and MSTTS to the Far East. In 1966, he earned a Masters in Business from University of California in Berkeley.

Preferring travel to working ashore, Captain Partridge returned to sea in July 1966, sailing as Second and Chief Mate with Grace Line, Columbia Steamship, American Foreign Steamship, and Waterman Steamship. He obtained his Master's license in 1968 and the next year Captain Partridge joined Sea-Land Services as permanent Chief Mate on the SS *Raphael Semmes*.

The *Raphael Semmes* became his first command when he was appointed permanent Master in December 1972. In July 1975 he was assigned as permanent Master of the S.S. *Mayaguez*. He continued sailing as Master with Sea-Land until his retirement in 1999. His last ship was the SS *Sea-Land Pacific*.

During his career at sea, Captain Partridge was aboard a vessel at a dock in Saigon that came received a direct hit when the ship came under rocket fire. In 1980, while Master on the S.S. *Portland*, his vessel was the standby vessel during the rescue of passengers from the Holland America Line passenger vessel MN *Prinsendam* in the Gulf of Alaska. The *Prinsendam*'s Master had ordered all passengers and crew to abandon ship after a fire on board. All 520 passengers and crew were successfully rescued with no fatalities or serious injuries. The *Prinsendam* later capsized and sank.

Captain Partridge was a proud national member of The Council of American Master Mariners for over 40 years; and an active member of the local CAMM Chapter at Tampa Bay. He is survived by the love of his life, Nghi. Captain Partridge and his wife would travel to places too small for big container ships to visit. Their favorite places to explore were in Southeast Asia. He is remembered by his family, friends, and shipmates as an honest and private person.



## CAPTAIN KLAUS NIEM, CAMM #2167-L

Captain Klaus "Nick" Niem died suddenly on 24 August 2020. Born in Prussia on 7 September 1940, Captain Niem began his career aboard German sailing ships. Aboard one of the training ships, he traveled "around the horn."

Immigrating to the United States, he continued his Maritime Career aboard U.S. Ships. Captain Niem sailed as Master with United States Lines and Sea-Land and retired in 2005. He met his wife Linda in California and they were married in Walnut Creek in 1967. They moved to Napa in 1976. They had celebrated their 50th wedding anniversary two years before Linda's passing in January 2019.

A member of CAMM since 1986, Captain Niem was President of the San Francisco Bay Chapter and was Pacific Southwest Regional Vice President of CAMM. He also served as Investigator for the Board of Pilot Commissioners for San Francisco Bay.

In a tribute to Captain Niem, Captain Nick Lewis said:

It was a privilege to host Captain Niem on the Cal Maritime campus last Fall. He was a guest speaker for the Operational Command at Sea class which is a leadership class for students on the marine transportation track. Despite grieving for his beloved wife, he was always eager to mentor others and empower the local CAMM chapter as well as the Cal Maritime cadet chapter. I greatly enjoyed his many fascinating stories from the rich tapestry of his life – sea stories included of course, as well as meeting Linda and starting his family, and even stories about his dogs escaping his home in Napa. - Gottes segen Captain Klaus 'Nick' Niem - auf wiedersehen. Ruhe in Frieden.



*Captain Nicholas R. Lewis  
Maritime Vocational Lecturer Professional  
Department of Marine Transportation  
California State University Maritime Academy*

## DOT Launches New Marine Highway Module of Port Planning and Investment Toolkit



MARAD  
Press Release

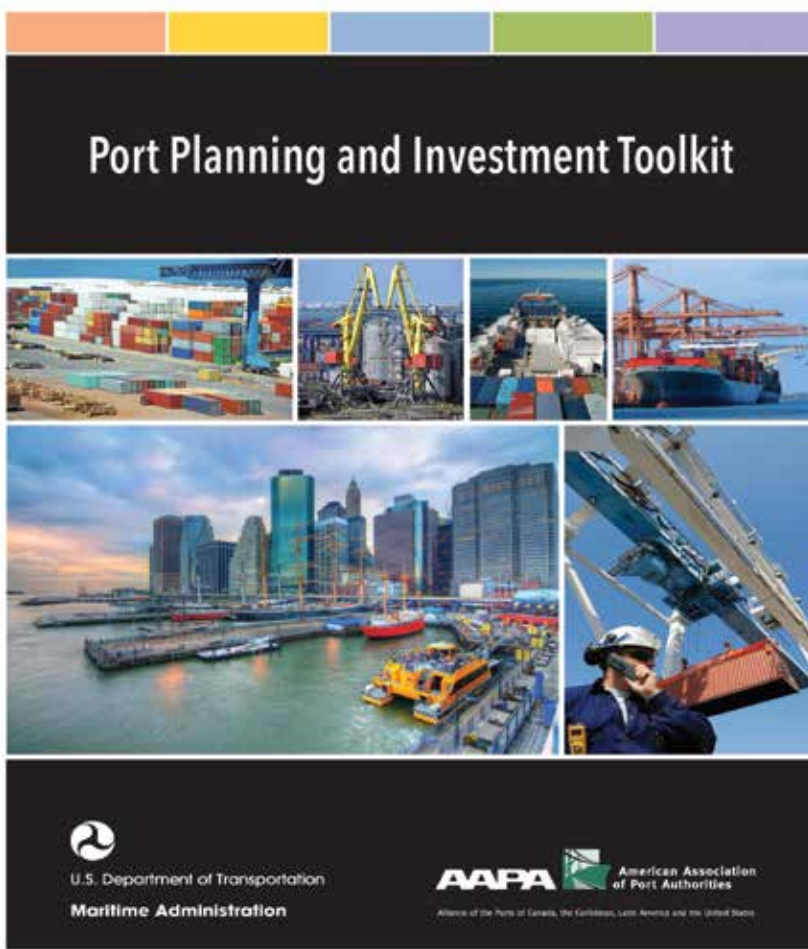
In early October, the U.S. Department of Transportation's Maritime Administration (MARAD) announced the launch of a new Marine Highway module

of the Port Planning and Investment Toolkit (Toolkit), which aids U.S. ports in planning, evaluating, and financing freight transportation projects. This easy-to-read, understand, and execute Toolkit, which was produced as part of a cooperative agreement between MARAD and the American Association of Port Authorities (AAPA) helps guide ports toward fruitful investments.

"This Toolkit will help the development of future port projects and improve the nation's long-term efficiency and economic competitiveness," stated U.S. Transportation Secretary Elaine L. Chao.

The goal of the Port Planning and Investment Toolkit is to provide U.S. ports with a common framework and examples of best practices. The analytical tools and guidance contained in this comprehensive resource are designed to aid ports in developing "investment-grade" project plans and obtaining capital for their projects in a variety of ways, including: (1) assisting metropolitan and regional planning organizations and state agencies in qualifying for formula funding or aid (2) better positioning marine highway projects for federal aid and (3) assisting ports in obtaining private sector investments.

"By working together, we are helping to



support investments in our ports that will pay dividends for years to come," said Maritime Administrator Mark H. Buzby. "I am pleased that the new module of the Toolkit focuses on investments in America's Marine Highways, which can help reduce traffic congestion and related pollution by moving cargoes off our crowded highways and onto to our Nation's navigable waterways."

The marine highway module of the Port Planning and Investment Toolkit provides an overview of America's Marine Highway Program and educates readers on how marine highway services can

become designated projects by USDOT. It explains how to plan a new marine highway service, determine its feasibility, and identify possible funding mechanisms. This module of the Port Planning and Investment Toolkit will be updated periodically as new regulations and policies affecting marine highway planning, feasibility, and investment requirements related to the applicable laws discussed in the document are developed. To access the Toolkit go to the MARAD website (<https://aapa.cms-plus.com/files/PDFs/Toolkit/Final%20toolkit.pdf>).



# CMA-GMA and IMO Latest to Suffer Cyber Attacks



The CAM-GMC Benjamin Franklin

PHOTO BY CAPTAIN DOUG SUBCLEFF

On September 28, multiple news outlets\* reported that the French CMA CGM, the world's fourth largest shipping company came under cyber-attack. CMA CGM Group confirmed that it was targeted by a ransomware (Ragnar Locker) that interferes with devices running Microsoft Windows operating systems. The attack began on the shipping company's servers in Asia.

CMA CGM posted on Twitter, "As soon as the security breach was detected, external access to applications was interrupted to prevent the malware from spreading." They later provided a brief update stating, "Our teams are fully mobilized and access to our information systems is gradually resuming." Their corporate website remained operational and posted updates.

Ransomware, also known as DDoS (distributed denial of service) and other types of cyber-attacks have escalated during 2020 and the maritime industry is no exception. In April, MSC (Mediterranean Shipping Company) reported a cyber-attack at its Geneva headquarters. Also in April, the Norwegian shipbuilder, Vard,

came under a ransomware cyber-attack. In August, Carnival Corporation reported that for the second time in two years they had detected a ransomware attack.

Large shipping companies with their vast computer networks have been assaulted by cyber criminals over the past few years. Maersk, the world's largest shipping company, came under attack in 2017. Its container booking and terminal operations were affected, and they also were forced to shut down multiple systems to prevent the "Petya" malware from spreading. Similarly, in 2018, Cosco, the multinational Chinese corporation (and the world's third largest shipping company), had its American shoreside operations hit by a ransomware cyber-attack.

Ports have not been exempted from attacks as the Port of San Diego confirmed an attack in 2018. Additionally, the U.S. Coast Guard issued an alert this summer about a February cyber-attack encountered by a U.S. flag ship en route to the Port of New York/New Jersey. At the end of last year, the U.S. Coast Guard issued a bulletin that detailed a ransomware

attack that disrupted operations at U.S. port for over 30 hours. The USCG depicted the attack at a "Maritime Transportation Security Act (MTSA) regulated facility" as a phishing expedition that embedded a malicious link in an email which enabled "Ryuk" ransomware to access the port's IT network. The USCG encouraged all ports to harden their cyber security.

In late September of this year, the International Maritime Organization (IMO) had its online website disrupted by what it labeled "a sophisticated cyber-attack on our IT systems" The IMO was forced to shut down its website and key internal systems on September 30, 2020. All IMO systems are back online and functioning normally.

The International Maritime Organization has written guidelines for tougher cybersecurity defenses for ports and vessel operators that are set to take effect in January 2021.

\* *The Maritime Executive, gCaptain, Loadstar, the Wall Street Journal, and the Journal of Commerce*



## A Smooth Crossing and a Rescue

*As told to Sidelights Staff Reporter Captain Kevin Coulombe*



*By Captain  
Kevin G. Coulombe,  
Staff Reporter*

Captain William Westrem (#3412-RU) is Master for a US flag container ship operator engaged in the Pacific U S - A s i a trade. His ship is the MV *President Eisenhower*, formally the *HANJIN Dallas*. Built in 2005 by Hyundai Heavy Industries, its deadweight is 93558.5 LT, with a deep draft 14.5 meters (47.5 ft). It is LOA (length over all) is 299.9 meters (984 ft), and a Beam of 42.8 meters (140 ft). The ship has a TEU container capacity in excess of 7,500, with a container cell count of 17 across above deck and 14 high on the hatch cover. The ship's propulsion is a MAN-B&W 12-cylinder slow speed diesel and the current class society is Det Norske Veritas & Germanischer Lloyd (DNV-GL.). Captain Westrem described the ship as "well built" but noted that hulls of the same or similar class built in China had a poor reputation.

The current ports of call are San Pedro, CA, Oakland, CA, Yokohama, JPN, Naha, JPN, Bussan, ROK, Qingdao, PRC, Shanghai, PRC, Bussan, and San Pedro - a 42-day service. The Master's routine dispatch covers two round trips.

This dispatch commenced 24 May for a 27 May ship embarkation in San Pedro. Captain Westrem and other joining crew took up residence in a Torrance, California hotel to undergo Novel Coronavirus testing prior to joining the ship. Testing was delayed by

the Memorial Day holiday which seemed to have escaped the planning calendar. Testing was successfully accomplished and everyone was cleared to join the ship.

Captain Westrem and his counterpart have been sailing opposite one another for several years which made the handover efficient, effective and without remarkable discrepancies. The current engineering practice is condition based maintenance and at the time of the Masters' changeover engineering had no faults.

Upon sailing from Oakland, the late spring weather and sea conditions during the trans-Pacific crossing were perfect. The route time table allows for economical operation, at best minimal RPM (The current practice among the major containership operators.) Early on June 4, while sailing westbound near the Aleutians, a GMDSS message was received from the US Coast Guard,

Anchorage, AK, regarding the reception of a EPIRB broadcast from a sailboat.

Captain Westrem was immediately called. The EPIRB location was found to be nearby and the preparations were made to assist the vessel in distress. The gangway and pilot ladder were rigged and the crew called to emergency stations for Man-Over-Board. The weather and sea conditions remained perfect, the sea a sheet of glass, visibility was exceeded 20 miles and the rendezvous occurred in the late morning. The source of the 401 EPIRB broadcast was a 37-foot twin mast sailboat, the *Miss Lilly*. She was detected on radar at approximately 17 miles and visually sighted at 14 miles. The boat owner had rigged the international distress flag.

Captain Westrem brought the *Eisenhower* alongside the sailboat (about 20 feet off), admitting some difficulties in the process. The boat skipper, sailing



*The MV Eisenhower prior to being reflagged and renamed she was the Hanjin Dallas*



solo, had difficulties with his VHF which hampered communications and coordination. The gangway was lowered as far as was safe to effect physical communications. However, in the end the boat skipper announced he could row to the ship's side in his skiff. The bosun was waiting at the foot of the gangway to assist the skipper's boarding. Apparently, the boat skipper experienced some difficulty or indecision so the bosun took the initiative and used his innate personal strength to bodily transfer the boat skipper from the skiff to the gangway.

Captain Westrem left the bridge to meet the skipper on deck and asked what assistance they could render, explaining that there was no means to salvage the boat. The skipper made it abundantly and colorfully clear that he was done with the sailboat. With that information, Captain Westrem ordered the bridge to get the ship back underway and the sailboat was abandoned a derelict to the sea. The USCG was informed of the derelict boat's location.

The skipper received a medical check-up and arrangements were made for him to communicate with the Coast Guard. This occurred after an impromptu nap in the main deck change room (where he had been directed to the showers). The skipper was a very grateful man.

Arrival in Japan was necessarily com-

pllicated because of the sailboat skipper having joined the ship in mid-ocean. Notified of the rescue, Japan ISPS and pilot authorities required verification that the skipper had observed proper COVID isolation procedures. The sailboat skipper reported he had been alone at sea on his boat since December (over 6 months). However, Captain Westrem could not document this statement. Thus, on arrival, the Tokyo Bay pilot remained on the pilot tug and directed the ship to anchor remotely from the pilot boat.

Quarantine boarded at anchor, conducted COVID-19 screening procedures, and cleared the ship to berth in a mere three hours. Japan has its pandemic procedures well in hand. The skipper was disembarked in Japan bound for the US and nothing more has been heard from him—although he did indicate he was interested in going to Thailand to acquire a new boat!

The rest of the trip proceeded without incident or notable exceptions. The second trip was complicated but the officers and crew were proficient and the ship effectively completed the voyage. It was noted that small craft and fishing traffic common to the coastal waters of Japan, Korea and China were of the same density and frequency indicating no correlation with the pandemic. Captain Westrem paid-off August 21 having successfully completed his tour.



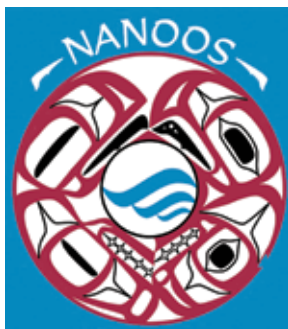
Captain Bill Westrem

Captain Westrem is a 1989 graduate of California Maritime. He is a second generation mariner, his father a WW2 merchant marine veteran and ultimately Master for the famous (but sadly defunct) Moore McCormack Line. Captain Westrem lives in Washington State, in the shadow of the mighty Olympics. He is married and helps his wife manage 14 grandchildren and enjoys motoring around the Salish Sea in his 40-foot Bayliner 4087 "Torpedo's".

## NANOOS Buoy Cha'Ba Ready for the Pacific Northwest Winter

In late July, a University of Washington team headed out to redeploy the winter version of the Cha'Ba Buoy 15 miles off of La Push, WA. The tougher winter buoy is better equipped to weather winter storms while continuing to bring the public near-real time oceanographic conditions on NVS, including temperature. Since 2010, NANOOS (Northwest Association of Networked Ocean Observing Systems) and the University of Washington have worked together to gather information off La Push, WA. This area is critical to the understanding ocean water off the Washington Coast.

La Push is on the Washington coast at the mouth of the Quillayuta River. It is approximately 30 miles of Cape Flattery. NANOOS is also affiliated with NOAA.



Cha'Ba Buoy deployed off La Push.

PHOTO BY JOHN PAYNE, POST STAFF SCIENTIST AND US COORDINATOR

## After 400 Years, Remember the Mayflower

On 10 November 1620 the chartered sailing ship *Mayflower* anchored off Cape Cod at what is now Provincetown, Massachusetts. Against great odds the ship had survived the Atlantic crossing and brought the first Pilgrims to New England.

### The Beginning

In 1608 a group of Separatists fled England for Amsterdam as the Dutch were more tolerant of their religious beliefs. They called themselves “Saints” (they did not become known as “Pilgrims” until 1820) but were commonly referred to as “Separatists” as they wanted to separate from the Church of England. The Saints felt that the Church was corrupt and were opposed to its hierarchy, rituals, and vestments.

The group had moved to Leiden to gain employment in the textile center. The threat of a religious war in Europe convinced many of the Pilgrims to strike out for the New World. After purchasing a small ship, the *Speedwell*, a group of Separatists sailed to Southampton, England where a group of English merchants, called the London Adventurers, had chartered the *Mayflower* for the Separatists. They arrived in England in late July 1620. The investors intended to profit from the establishment of a colony by the Pilgrims in northern Virginia and the intent was for the *Speedwell* and *Mayflower* to sail together to the New World.

### The Voyage

The *Seawell* proved to be an unsound ship and repairs were made in Southampton and again in Dartmouth. In late August, the *Speedwell* and *Mayflower* sailed together from Dartmouth, but after 3 days of sailing the *Speedwell* again became unseaworthy. The two ships returned to Plymouth and after taking on stores and some Pilgrims from the *Speedwell*, the *Mayflower* departed for America on 6 September 1620.

Aboard the ship were 102 passengers

consisting of 74 males, 28 females, along with a crew of between 20 and 30 ship’s officers and crew. There were 40 Saints among the passengers and 62 “Strangers” which was the name the Saints gave to passengers who were not of their religious beliefs.

The sailing was delayed over a month due to the problems with the *Speedwell*, and they expected to encounter adverse sea conditions before reaching Northern Virginia. The design of the *Mayflower*, with her high, wall-like hull, was not conducive to sailing in strong winds. The crossing took a little over two months (66 days). In good weather the voyage could have been made in half the time.

There were two significant incidents during the crossing which were recorded by William Bradford (a distinguished member of the Pilgrim endeavor). The first incident involved structural damage to one of the main deck beams. The *Mayflower* sailed with favorable winds and seas for the first segment of the voyage. Conditions soon deteriorated and the ship encountered several severe storms. Due to the ship working in heavy seas, the upper decks began to leak and one of the main upper deck support beams cracked. The Master, Christopher Jones, consulted with his officers and at first considered turning back. A survey confirmed that the ship was sound below the waterline and it was decided to attempt repairs to the deck beam. The Pilgrims had brought a large screw jack with them which they intended to use in building their houses and barns. The ship’s crew placed a post under the buckled deck beam and used the jack to raise the fractured beam into place. This allowed



*Departure of the Mayflower*, by A.W. Bayes, 1894

PUBLIC DOMAIN IN THE UNITED STATES, WIKIMEDIA COMMONS.ORG

the *Mayflower* to continue its voyage.

The second incident of note was when one of the passengers fell overboard in heavy seas. An indentured servant, John Howland, had come on deck for fresh air while the ship was hove-to in a storm. The ship rolled heavily, and he was swept overboard. Howland disappeared beneath the waves which almost always resulted in death by drowning. Somehow, Howland had managed to grab a halyard on his way overboard and was able to hang on long enough for the crew to haul him back aboard.

During the voyage, one sailor was lost overboard, and one Stranger (William Batten) died just before arriving off Cape Cod. There was also one birth, Elizabeth Hopkins; gave birth to a baby boy, aptly named Oceanus.

### Arrival

The *Mayflower* had covered over 3,200 miles as she plowed across Atlantic to reach the New World. On 9 November 1620, they sighted Cape Code and the next morning anchored near what is now Provincetown, only to find that they were 400 miles north of their destination. They had been bound for the Hudson River which the English considered to be part of Virginia. At first, they attempted to sail south, but given the time of year and the lack of any charts they decided to return to Provincetown Harbor.



## The Compact and the First Thanksgiving

Before going ashore at Plymouth, Pilgrim leaders (including William Bradford and William Brewster) drafted the *Mayflower Compact*. It was a brief 200-word document that became the first framework of government written and enacted in what would later become the United States.

The Compact read in part:

"We whose names are underwritten, the loyal subjects of our dread\* Sovereign Lord King James, by the Grace of God of Great Britain, France, and Ireland.... Having undertaken .... a Voyage to plant the First Colony in the Northern Parts of Virginia, do... Combine ourselves together in a Civil Body Politic, for our better ordering and preservation and furtherance of the ends aforesaid; and by virtue hereof to enact, constitute and frame such just and equal Laws, Ordinances, Acts, Constitutions and Offices from time to time, ..... for the general good of the Colony, unto which we promise all due submission and obedience."

After going ashore, the Pilgrims began to explore Cape Cod and on 25 December 1620 decided to build their colony at what is now Plymouth. The colonists spent the first winter living onboard the *Mayflower*. They lived under very poor conditions and only 53 passengers and half the crew survived. Women were hardest hit - of the 19 women who had boarded the *Mayflower*, only five survived the first winter. The crew had also suffered during the voyage and many of the crew were too sick to sail the ship back to England. Therefore, the ship stayed in the harbor until the crew could recover from illness. The *Mayflower* sailed back to England arriving in April 1621

The Pilgrims formed an alliance with the indigenous people, the Wampanoags and their chief, Massasoit. In the spring of 1621, with the help of the Wampanoags, the Pilgrims were able to plant corn and other crops which would sustain them through the winter of 1621-1622. After the harvest the Pilgrims began to collect food for a Harvest Festival. About 90 members of the Wampanoag tribe attend-

ed the celebration, bringing deer as their contribution. The festival lasted about a week, with three days of feasting. While the exact date of this event is not known, it was the First Thanksgiving.

## Why Do We Remember the Mayflower?

Every child learns the story of the first Thanksgiving and the *Mayflower*, the name of the ship that delivered the Pilgrims to the shores of the New World. In contrast, the *Susan Constant*, *Godspeed*, and *Discovery*, (the ships that carried John Smith and the Jamestown settlers to Virginia, 1606-1607), the *Anne* (which brought the first settlers to Georgia 1732-1733), and *Welcome* (which brought the first Quakers to Pennsylvania, 1682) are not included in our list of famous ships. In his writings about the voyage, William Bradford never even bothers to mention the vessel's name - he simply calls it "the ship." The only reasonable explanation for remembering the *Mayflower* is because of the "Mayflower Compact" and the important role it played in the history of the United States. And of course, the First Thanksgiving.

\*In the context of the day "dread" was a term implying great respect.

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*The Mayflower Compact, 1602, by Jean Leon Gerome Ferris (1863-1930)*

PUBLIC DOMAIN IN THE UNITED STATES, WIKIMEDIA COMMONS.ORG



In 1957 the historic voyage of the *Mayflower* was commemorated when a replica of the original ship was built in England and sailed to Massachusetts in 53 days. Note the high wall like hull.

PHOTO FROM THE PLIMOTH PLANTATION, [WWW.PLIMOTH.ORG](http://WWW.PLIMOTH.ORG)

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## A Plan to Rebuild Our National Maritime Sealift Fleet - A Mission for MARAD



By Captain  
Kevin G. Coulombe,  
Staff Reporter

Some- where out in the Gulf of Alaska, in 1992, on the MV *Sealand Anchorage*, while observing the traditional afternoon coffee in the ships lounge, I was perusing a mag-

azine and came across an article about the Liberty ship SS *Jeremiah O'Brien*. Its operating organization was looking for mariners to take her from San Francisco to the UK and Europe to participate in the 50th anniversary observance of the WWII D-Day. Into the lounge walked the master, Captain William Dickerson, to whom I passed the article. Fifteen minutes later, by one modern communications method or another he had signed-on.

This was to be the last hurrah of a class of ship that was once ubiquitous around the world. Built in the hundreds during WWII, the Liberty and her sisters the Victory, T-2, and other classes went on to help rebuild the world economy. Eventually, many of the ships were sold off for scrap or consigned to deep lay-up in the National Defense Reserve Fleet (NDRF) at the ready if needed. I remember car trips in the late 1950s while traveling to upstate New York along the road paralleling the Hudson River near Tompkins Cove and seeing the forest of masts of the reserve ships lying at anchor.

This massive idle fleet was one of a half-dozen distributed in waterways along the Atlantic, Gulf and Pacific Coasts. The NDRF fleets would supply badly needed sealift capacity for one national need or

another up until the 1990s. The last call to duty of any consequence would be the

ums. The remainder of the once large National Defense Fleet was dispersed



Jan. 28, 1960: The National Defense Reserve Fleet, anchored in the Hudson River at Tompkins Cove and remnants of the massive 5,000-ship fleet that moved troops and equipment during World War II. As reported in a Jan. 31 article, some awaited deployment in the next crisis, some awaited the wrecking crew, and some were used to store the nations surplus of grain, saving the government more than \$14 million from July 1953-1959.

PHOTO BY EDDIE HAUSNER FOR THE NEW YORK TIMES, 1960

Gulf War in 1990. By then, the Hudson River fleet had long since been dispersed to the scrap merchants (the Hudson River site was closed April 30, 1971) but the Gulf and Pacific fleets were still extant and the Gulf War reached deep into both. During that Gulf War, I sailed as Chief Mate on the SS *Maine*, a heavily modified steam turbo electric T-2 tanker.

The Gulf War would be the last call to duty of the WW2 veteran ships. This war made it evident that most of the veteran hulls had outlived their ability to usefully serve. Some of these vintage ships, such as the *John W. Brown* (Baltimore), *Jeremiah O'Brien* (San Francisco), *American Victory* (Tampa), *Red Oak Victory* (Richmond, Ca) and *Lane Victory* (San Pedro), were taken up by eager volunteers at muse-

to the breaking yards and the smelters.

What remains in the NDRF is a hodgepodge of vessel types dating from the 1970s to the 1990s - some foreign built. The National Maritime Goals and Objectives Report (MARGO) lists 39 vessels total in the Maritime Administration (MARAD) inventory. Time invariably marches on and during a drill in 2019, only 32 ships of that inventory were able to go Stand-by Engines.

Authors Captain H. Lynch, USN and Lt (J.G.) John Eady, USN wrote in the Naval Institute Proceedings (Can Sealift Deliver. Proceedings, Aug., 2019) that the "... sealift fleet is woefully unprepared for the next major conflict." The current US flag commercial fleet relies on so many international companies for its tonnage





that MARAD cannot and has not relied on it for relief. With one exception, most of the present US flag commercial container ships are unsuitable for sealift purposes because they use low speed diesels that are parts intensive, and are not capable of self-sustained cargo operations. Clearly, the nation's reserve sealift fleet is in crisis.

It is time for MARAD to start building a modern reserve fleet inventory through domestic ship building. I speak to this as a professional mariner of 40 years, with Deck Officer experience on various Military Sealift Command (MSC) and contract ships during the last decade of the Cold War. I was Chief Officer on the SS *Seatrain Maine* (x-USS *Tomahawk*, T-2 modified heavy lift carrying military rolling stock) and the SS *Cape Catawba* (x-Mooremaccapae, a MARAD C-3 boom ship carrying aerial bombs) during the Persian Gulf War. I also began studying for a Masters Degree in US Marine Transportation Policy but the end of the Cold War made that irrelevant at the time. Fortunately, the Naval Institute Proceedings has published many of scholarly articles about U.S. sealift issues written by authors and subject matter experts Dr. Shashi N. Kumar, Dr. Salvatore R. Mercogliano, Captain Lynch and Lt Eady, Captain Villar, and others. I have distilled their articles and arrived at a conclusion.

Supporting this discussion are the two major sealift campaigns conducted in the 50 years since Vietnam: the Falklands War (1982) and the Persian Gulf War (1990). The latter was an international effort so when MARAD's usable reserve sealift was exhausted, charters were let internationally. The Gulf war was a ground conflict and not a sea conflict which leaves the Falklands War as more relevant.

The Falklands was a sharp and bloody maritime conflict between just two adversaries, the United Kingdom (UK) and Argentina. The UK had to rely on its own resources (which included members of the Commonwealth) to respond to its antagonist across 8000 miles of open ocean. This effort is recounted in the book *Merchant Ships at War* by Captain Roger Villar (Naval Institute Press, 1984). In his account, Captain Villar identified the nec-



*Hudson River Fleet at anchorage.*

PHOTO MARAD ARCHIVES



*Above the SS Maine, at Jebel Ali in 1990*

PHOTO BY KEVIN COULOMBE

essary sealift ship specialties: troop ship, assault ship, hospital ship, tanker, repair, aircraft ferry, stores ship, dispatch ship, minesweeper, tugs, and mooring vessel.

The most famous of the Falklands merchant navy ships was and is the MV *Atlantic Conveyor*, a RO-RO/container ship owned by Cunard lines and under

UK flag. It and its sister MV *Atlantic Causeway* were modified to serve as aircraft ferries and stores ships. The modifications were minimal: stripping and plating the upper cargo deck to carry helicopters and VSTOL fighter jets as

*Continued next page >>>*



MARAD >>> *Cont'd from previous page*

a ferry. During the conflict, the mission morphed to actual flight operations. To support the aircraft, containers were staged to create breakwaters, hangers, maintenance, and armament shops. ISO tank containers and a fuel truck were lashed to the deck to provide fuel storage and pumping facilities. While the ship acted as aircraft ferry and auxiliary aircraft carrier, equally important, it also carried rolling stock and cargo units in its RO-RO and cargo holds.

## What the MARAD Needs to Do

If the United States were to find itself in a similar conflict, many of the specialty ships could be drawn directly from the commercial U.S. fleet that supports the offshore oil industry: repair, dispatch, minesweeper, tugs and mooring. So, the primary goal of the MARAD build program to restock the NDRF fleet inventory would be in supplying the hulls capable of troop, assault, hospital, tanker, aircraft ferry, and store ships. Therefore, based on this distinguished legacy of the *Atlantic Conveyor* and *Atlantic Causeway*, I would propose that MARAD commence a ship building program with a target of 100 ships: 5 new builds a year over a 20 year period. Build contract would be let on a 5 year cycle and would be based on satisfactory build, activation, and operational performance. Contracts would be let primarily to U.S. shipyards but for the purpose of constructive competition and innovation some contracts could be offered to yards of interested allied countries.

## The Design Work is Done

As suggested by Dr. Mercogliano and others, to relieve this program of any



*Above the ORCA class MV Midnight Sun.*

IMAGE COURTESY TOTE MARITIME ALASKA

major costly design cycles, two currently available commercial hull types should be adopted: the Alaska Class Tanker built for the Alaskan Tanker Company and the ORCA Class RO-RO designed and operated by Totem Inc. Both were built by NASSCO (National Steel and Ship Building Co.) and they are ideal ships because they are state of the art commercial hulls with twin screws and their propulsion is engine-driven-generator electric drives.

The ORCA class RO-RO is 839 feet long, 118 feet breadth and 45,472 tons displacement.

Cargo capacity: 600 forty foot trailers and 200 automobiles. Propulsion power, 39 MW, Published service speed 24 knots.

The Alaska Class Tanker is 941 feet long, 164 feet breadth and 185,000 tons displacement. Cargo capacity: 1,300,000 bbls. Propulsion power 20 MW. Published service speed 15.3 knots.

Significantly, the Alaska Class has also been used as the basis of the USNS Montford Class "Expeditionary Transfer

Docks" and "Expeditionary Sea Bases" that currently serve the US Navy. In the Navy built version the hull has been shortened.

## Propulsion System an Advantage

Twin screw, electric drive offers significant reliability and maintenance advantages over large, slow speed diesel engines. While slow speed diesel engines are commercially economical, they are logistically complicated by maintenance and component requirements. Medium size diesel or gas turbine engine/generator would also be platforms familiar to today's marine (and stationary) engineers.

For the proposed building program the electrical generating room would be designed to accommodate diesel or gas turbines - or both. The engine spaces would be designed to readily receive the best and most common engine electric generators available which could be diesel, gas generator or even new technology.

To allow for operational tailoring, the navigation, crewing and mission spaces



should be based on a modular concept. Modules can be readily configured and easily dropped into place. These modules could be based on the 40 foot container similar to the Cold War “Arapaho” system. Specialized modules may be more suitable: for example, it may be desirable to design two types of navigation modules, 1) a classic bridge style that spans athwartships or 2) a tandem style resembling the bridge of an aircraft carrier. This would allow a flexible deck configurations. A conventional cargo and bridge arrangement or a military specific, emphasizing above deck cargo space. A military configuration could also provide a useful flight deck for vertical and short take off and landing (VSTOL) combat aircraft.

Crewing and mission modules would be designed to fit below or above deck. For flexibility, the ORCA class, in addition to her ramps and side ports, would be fitted with large capacity wing elevators to allow self-sustaining cargo and military (at sea replenishment and aircraft) operations.

To meet immediate operational needs, the first five years of construction should be complete builds from screw to anchor, ready for immediate use (25 ships). To reduce costs the subsequent builds would be bare hulls, with the electric drives on the propulsion shafts but empty engines/generator spaces and the navigation, crewing and mission modules left ashore. As the original builds age-out the engine generators from those builds would be transferred to the younger hulls. Likewise navigation, crewing and mission modules would be stockpiled ashore and updated periodically with state of the art furnishings, electronics, and mission equipment.

At the end of the 20 year cycle the older hulls would begin to be retired annually and the program would be evaluated for strategic relevance and need. In procurement, 20 years goes by very quickly.

The MARAD reserve fleet inventory is in need of a robust and cost effective ship building program. The reasons are well known: Dr. Salvatore R. Mercogliano wrote in Proceedings (Aug 2019) an article titled “To be a Modern Maritime Power”. He stated that a maritime power must “...develop the commercial aspect of



Above An Expeditionary Sea Base USNS Montford Class ship

PHOTO COURTESY COMMANDER NAVAL SEA SYSTEMS COMMAND, US NAVY

sea power commensurate with its Navy and its reliance on maritime trade.” In his introduction to the book, *Ships of the U.S. Merchant Marine* (S. Kip Farrington, Dutton, 1947), Fleet Admiral, Chester W. Nimitz, US Navy, wrote that sealift was all about the “beans” “bullets” and “avgas” that made the military campaign successful. He also wrote

the merchant marine is a “...national resource... which is ...perilous to neglect and a matter of pride to remember.”

We have an immediate need to replenish this resource. We have the ship designs to fill that need. MARAD needs the leadership and authorization to conduct a build campaign to carry it out.

## Sailor Lost Overboard from the *Mayflower*

Of the 102 passengers aboard the *Mayflower*, only one passenger died during the voyage. That was William Batten, an indentured servant. Another death occurred during the crossing and that was a sailor lost overboard in heavy weather. In ferocious seas it would have been impossible for the Master to launch a boat to rescue a man overboard.

William Bradford, a prominent member of the Pilgrims (who would later become elected Governor of the Plymouth Colony) kept a record of the journey. Here is his account of the sailor lost overboard (the Old English of the original account has been modernized):

And I may mention here a special work of God’s providence. There was a proud and very profane young man; one of the sea-men, of a lusty, able body, which made him the more

haughty; he would always be condemning the poor people in their sickness, and cursing them daily with grievous execrations, and told them, that he hoped to help to cast half of them over board before they came to their journey’s end, and to make merry with what they had; and if he were by any gently reprov’d, he would curse and swear most bitterly. But it pleased God before they came half seas over, to smite this young man with a grievous disease, of which he died in a desperate manner, and so was himself the first that was thrown overboard. Thus, his curses fell on his own head; and it was an astonishment to all his fellows, for they noted it to be the just hand of God upon him.

## El Faro Salute! Memorial for Maine

A Maine artist, Jay Sawyer, known as “Jbone” is raising funds for a memorial to honor crew members of the *El Faro* who were lost at sea when their ship sank in the stormy seas created



Artist conception of the "El Faro Salute!"

PHOTO COURTESY OF JAY SAWYER

by Hurricane Joaquin in October, 2015. Jay Sawyer is a graduate of Maine Maritime Academy and sailed as an engineering officer in the U.S. Merchant Marine.

An *El Faro* Memorial already exists in Jacksonville, FL which was the ship's homeport. However, given that five Maine Maritime graduates died aboard the ship, Sawyer wanted to pay tribute to them and give the citizens of Maine a remembrance to honor the crew of the *El Faro*. Sawyer stated that the families of the Mainers who died have visited with him at his studio in Warren, ME, and they support the project. The Maine Maritime graduates who died in the disaster were Captain Michael Davidson, 2nd Officer Danielle Randolph, 3rd Engineer Mike Holland, and crew members Dylan Meklin and Mitchell Kuffik.

Mr. Sawyer has named his work an "*El Faro Salute!*". It will consist of two steel sculptured uniforms - one male, one female - made of 1/8-inch steel, topped with hats, and giving a full salute. The sculptures will be anchored to a piece of granite which will be inscribed with all 33 names of the lost crew. In English, *El Faro* means "the lighthouse" or "beacon" and the memorial will overlook the harbor in downtown Rockland,

ME with the Rockland Breakwater Lighthouse in the background.

The artist did not know the captain or crew members, but the project is personal. Sawyer told staff reporter Bob Keyes of the Portland Press Herald that "Hearing the news of the *El Faro* sinking and hearing the personal stories - and knowing these are my brothers and sisters - I knew I had to try to do something ... There's a bond there. It's in my blood. It's who I am and what I do, and that's the crux of the matter. And beyond that, there is a need for this. There is not a memorial for the *El Faro* in Maine, and there should be. And I am the right person to do it."

Sawyer is well known on the midcoast of Maine for his metal sculptures. He always had a propensity for art and noticed the beauty in machinery, "Even things on the ship, the pipes that the steam blows through, the valves and everything...."

The Maine artist hopes to have the tribute installed by 2021. Sawyer's budget for the project in Maine is \$135,000. The Penobscot Marine Museum in Searsport is serving as the fiscal sponsor and helping fundraise. If you would

like to donate go to [www.elfarosalute.com](http://www.elfarosalute.com)

Sources: [www.elfarosalute.com](http://www.elfarosalute.com), Beth McEvoy- NEWS CENTER Maine, Bob Keyes - Portland Press Herald.

*Editor's Note: The above article was brought to our attention by Captain Andrew N. Triandafilou*

*I must go down to the seas again,  
to the vagrant gypsy life,  
To the gull's way and the whale's way  
where the wind's like a whetted knife;  
And all I ask is a merry yarn  
from a laughing fellow-rover,  
And quiet sleep and a sweet dream  
when the long trick's over.*

*From Sea-Fever by John Mansfield*



# Washington State Ferries Shift Towards a Zero-Emission Fleet

*Press release by ABB - Seattle, WA, 2020*

ABB has been selected by the American shipbuilding company Vigor Fab LLC as the hybrid-electric propulsion and energy storage system provider for the newest additions to the Washington State Ferry fleet. This partnership will set the largest U.S. ferry system on course for zero-emission operations.

The new 'Olympic Class' ferries, which will have the capacity to carry 144 cars and 1,500 passengers each, herald a new era for the Washington State transport operator in the shift toward technologies that enable significant reductions in greenhouse gas emissions and fuel use.

Upon delivery in 2024, the initial vessel of the series will be the first newbuild in the Washington State Ferry's fleet to feature hybrid-electric propulsion and a high capacity energy storage system. The new vessels will be able to fully operate on battery power and will have the capability to revert to hybrid mode, if required.

"This landmark project supports Washington State's goal for 2050 to reduce emissions by 57.5 percent below the emissions level in 2019, utilizing a hybrid and electric propulsion solution that is space-efficient, easy to install and flexible in operation," stated Jay Hebert, Vice President - Marine Fabrication, Vigor. "Vigor is delighted to partner with ABB in this remarkable work prompted by the commitment of Washington Governor Jay Inslee, the state legislature and Washington State Ferries to replace aging ferries with clean technology in alignment with the state's commitment to environmental stewardship."

Leveraging ABB's Onboard DC Grid™ power distribution system and proven drive technology, the new ferry design will optimize energy use, whether drawing on main engine power, battery power or a combination of the two. The bat-



*Washington State Olympic Class Ferry, the MV Samish underway in Puget Sound*

WASHINGTON STATE FERRY DEPARTMENT OF TRANSPORTATION PHOTO STREAM

tery power can also extend zero-emissions capability along the supply chain by using renewable and hydroelectric power. Juha Koskela, Managing Director, ABB Marine & Ports said, "Moving towards a zero-emission future relies on technologies that meet the environmental and cost needs of today – and offer flexibility to integrate future energy sources in the years ahead. ABB is delighted to support this milestone project demonstrating the way that electric, digital and connected solutions can deliver shipping's zero-emission future."

Washington State Ferries is the largest ferry system in the U.S. By 2040, the Washington Ferry System plan is to replace 13 existing diesel ferries with hybrid-electric newbuilds and to convert six other ferries to plug-in hybrid, with recharging capacity installed at many ferry terminals. All hybrid vessels will be capable of charging at the terminal,

and some of the vessels will be capable of operating in fully electric mode on shorter routes. With the addition of newer-built, clean energy ferries to the fleet, fuel consumption is projected at 9.5 million gallons in 2040, compared to 19 million gallons in 2018, with CO2 emissions expected to fall below 2050 reduction targets by 2034.

Figures from trade association Interferry indicate that ferries transport 2.1 billion passengers and 250 million vehicles worldwide every year. As numbers increase, the sector is under pressure to meet International Maritime Organization's (IMO) targets to reduce annual emissions by 30 percent by 2025.

*About ABB: ABB(formerly ASEA, Brown, Boveri) The ABB group, comprising about 1000 companies, has operations in 140 countries and is involved in power generation, transmission and distribution (T&D), industrial equipments and systems, and factory automation. [www.abb.com](http://www.abb.com)*

# Characteristics of the Shipmaster and the First Modern Captain Combershall

## Part 4: Review of *The International Law of the Shipmaster 2d*

*This is part 4 of an exclusive-to CAMM serial review of John A. C. Cartner's definitive *The International Law of the Shipmaster, 2d* by Routledge/Taylor and Francis later in 2020. No legal advice is expressed or intended in this review and none is given and none should be construed.*



*Exclusive for CAMM Members  
By John A. Cartner  
CAMM #2574*

if words are used consistently by their definitions, things go with much less confusion. In the shipmaster business, these definitions are important and are used uniformly as much as practicable. Each describes a characteristic or trait or quality or behavior which the complete shipmaster must exhibit. The shipmastering business can be subtle; it is the true master who has mastered the subtle natures of the interactions of all the systems defining him or her. "Accounting" is the accurate, precise and timely turning over of money or its fungibles to public or private authority as required along with required reports of its acquisition and use as an agent and fiduciary and other reports required in law or by contract. "Agent" is the legal person created from a natural person who does the lawful bidding of a public or private authority and thereby who has the powers to change the legal relationship of a public or private authority with third parties. "Authority" is the government or private entity giving powers to the master or shipmaster. "Communication" is the timely exchange

### § 1.1.24.3 Uniform Definitions.

Twenty-three definitions are boring, but

of information through a medium where the information so communicated tends to reduce the uncertainty of the receiver. "Confidence" is the characteristic wherein information determined and sent or provided and of importance to the private or public authority is not disclosed to third parties by the shipmaster as agent or as fiduciary. "Conflict of Interest." A shipmaster and fiduciary who, contrary to the obligation and absolute duty to act for the benefit of the public or private authority, exploits the relationship for personal benefit, typically pecuniary, is conflicted in his interests. "Due care" is behavior so as not to be negligent or neglectful of doing

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***"Due care" is behavior so as not to be negligent....***

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something which ought be done or ought not be done in the due course of business according to a societally established standard of care or the standard of the principal. "Due diligence" is the proper investigative care taken by the agent before performing an agency or fiduciary act changing the legal relationship between the agent and principal. "Fair dealing" is the transacting of business in a manner characterized by candor and full disclosure and free of self-dealing by an agent. "Faithfulness" is the quality of strict,

rigorous or thorough performance of a duty by an agent. "Fidelity" is the quality of faithfulness or loyalty in an agent in the sense of "my word is my bond". "Fiduciary" is a person who holds a legal or ethical relationship of trust with one or more other parties who has undertaken to act for and on behalf of one or more of those parties another in matters and in circumstances which give rise to a relationship of trust and confidence. "Honesty in fact" is stating facts which are supportable by truthful factual documents. "Loyalty" is a responsibility to act or respond at all times in the best interests of a principal by an agent. "Management" is the economic allocation of the resources available to the agent in capital, labour and time to meet the policies and objectives of the private authority and the public authority to whom the agent is responsive and responsible. "Obedience" is compliance with a law or command or order of the principal to act in act or not act in a certain way or manner. "Personal" is used in the sense of the legal person and agent of the natural person created from the acts of the natural person who does the lawful bidding of the natural person as a principal and creates an agent thereby which has the powers to change the legal relationship of the natural person and the agent



and then as the agent as between third parties and the principal. “Powers” are the defined abilities to act within the rules provided by the authority enabling them. “Principal”. When contracted or licensed private or public authority; prior to appointment or licensure the natural person before being converted to an agent for self. “Prudence” is behavior according to the standard of the prudent agent in similar situations. “Risk-Adversity” comprises the decisions of the legal person which takes into account reasonably foreseeable risk and which are made so as to avert or advert or avoid such risks. “Reporting” is the timely transmission of information to higher authority, public or private. “Transactional transparency” is the ability to have any transaction scrutinized by a third party from the open provision of the documentary record. “Trust” in its breach is any act or omission on the part of the entrusted inconsistent with the expectations of the entruster. “Trustworthiness” is worthiness of confidence. “Trust is a confidence which one man reposes in another, and confidence is a trust.” (Appeal of Coates, 2 Pa. 133.).

These duties and functions and states are not new standards for the commander. They have been expressed immemorially. They are not Platonic<sup>1</sup> shadows eerily cast on the cave wall by the background fires imitating a rough approximation of ideated life. They are but time-tested and well-understood guides founded on four millennia of empirical observation of command expression and law. They are applicable to the current maritime state but must be used with caution regressively and of necessity contextually within the times in reconstructing retroactively.

## Part 2: Shipmasters Here and There

§ 1.2.0. **Fleets.** Confusion often exists both seaside and landside – and almost universally in the popular press in the

maritime language *pôt pourri* -- in distinguishing between a natural person: (1) who is a government-employed and a commissioned commanding officer in charge of a publicly owned warship<sup>2</sup> of a sovereign and (2) a commander of a privately owned commercial vessel, or in some cases (3) a similar person commanding a government-owned vessel which carries goods or renders services to naval ships and facilities but is not a warship. If the vessel is needed for functions related to war, the vessel is taken off

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*Captain as a word comes from the late 14th century English capitayn or one who stands at the head of others.*

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the registry and a naval officer takes command as commanding officer when the ship is placed on the naval roll.

§ 1.2.1 *Vive la Différence!* Navies are military creations of a sovereign and as such are an arm of the sovereigns to use as they see fit; commercial shipping is a private matter of trade in which the state has economic interest. Each is deemed essential to national securities, to protect trade and sovereign integrities and to assure the economies and living standards of the populace and hence, the political base for sovereign governments. In the United Kingdom, the Crown through the Ministry of Defence through the Admiralty, is the authority for the Royal Navy. The private service is the merchant navy under the authority of the Maritime and Coastguard Agency (MCA). In the United States the United States Navy of the Department of Defense under the Chief of Naval Operations functions similarly. The commercial service is called the merchant marine under the regulatory authorities of the United States Department of Transportation Maritime Administration and the United States Coast Guard. The navies enlist seamen. The commercial services contract seafarers, occasionally called seamen [seafarers] in law. Licensees and appointees

are natural persons who became seafarers who are then licensed as officers or masters and appointed as commanders of the registry state. Seafarers are mariners and not in any usage “merchant marines.” That term refers to more than one sovereigns collective merchant services but is often and patently ignorantly misused to refer to seafarers – frequently by navally-oriented persons.

§ 1.2.2. **Naval and Maritime Etiquette.** There are ponderous books about the subject. Socially, a natural person is Mister or Madam (Ma’am orally) in address unless otherwise titled by government or academically. clerically, militarily, medically or governmental-ly or elsewhere in law. Thus, licensee and appointee Smith is Mr. Smith, in Anglophone usage, unless he has another entitled social status. As a junior officer<sup>3</sup> in the naval service he or she is referred to as “mister” or “ma’am” (orally) or modernly by rank.<sup>4</sup> While commercial service may not be as Bristol-fashion as the naval services on some naval ships, there is still a traditional overall maritime and naval etiquette which prevails. There is no doubt the forms of oral address for either commander are captain and sir or ma’am. For warship commanders, Naval postnominal letters after rank and branch with status as regular or reserve are appended in writings, such as R.N. or U.S.N. or U.S.N.R. or R.N.R. Commonwealth navies use additional letters. Commercially, postnominals are used in writings in some cultures such as M.M. (master mariner) with the modifiers “unrestricted” [U.K.] or “unlimited” [U.S.] indicating lack of tonnage or oceanic constraints attached to the technical certificate or licence document. Lesser tonnage restrictions usually are not indicated. Postnominal letters may be appended to a name or signature with “(active)” if there is any doubt or (“ret.” or “retired”) if on the retired rolls to indicate activity or withdrawal from active service in either commercial or naval usage. The term commodore is an honorific one in commercial service

*Continued next page >>>*



*Characteristics >>> Cont'd from page 29*

indicating the senior shipmaster of a company fleet and also one assumed by private yacht clubs. It is unrelated to the naval rank, if used, although a temporary status of commodore may be given to one in charge of several vessels such as a convoy commodore. Maritime non-governmental technical organizations offer postnominal letter opportunities for those who need them in the forms of honorary fellowships. The usual professional prenominal honorific titles indicating academic status are occasionally seen in correspondence in Teutonic and Slavic languages. The Germanic order of ranks and titles also may be used.

**§ 1.2.3. Sailor Talk and Captain Combershall.** Civil and naval commanders have the social title “captain.” That term came in the modern sense during the reign (1485-1509) of Henry VII (1457-1509) of England for a person in charge of a large and complex vessel owned by the Crown and chartered out when not used as a warship as a vessel for cargo.<sup>5</sup> In England the dual practice can be traced perhaps to the time of Alfred the Great (871-899)<sup>6</sup> and earlier to the Roman Empire and its Greek legal progenitors. Standing navies are quite costly and were not used actively unless engaged in the projection of Bismarckian political force by other means or full-blown warfighting. The cost of naval warfare is very high and most governments try to avoid it and use warships as threat projectors carefully and selectively; this was true in the past as well as today. The chartering fees from commercial use in times of peace of navally necessary vessels were at one time lucrative and sovereigns were always in need of revenue. The practice continues today in some less than fully industrialized states who attempt to keep a semblance of standing navies.

The first person to have the modern seagoing social title in the West



*Mideveil Carrack, circa 1558.*

PUBLIC DOMAIN, PHOTO OF ORIGINAL OIL ON CANVAS BY PIETER BRUEGEL THE ELDER

was likely Captain William Combershall of the royal carrack Elizabeth (1484).<sup>7</sup> Thus, he was Captain Combershall on the royal payroll, and remained Captain Combershall on his or her chartered out vessel, assumedly from the same payroll, if not the same fisc.<sup>8</sup> Captain Combershall’s title reflected the social status and authoritative position of such a person directing his or her talents toward a large and technically challenging vessel at sea. It was unrelated to the style of an army functionary who may have boarded and outranked the master under Crown authority in years past during wartime.<sup>9</sup> By 1489, the royal vessel Sovereign had both a master and a captain. The master operated the vessel. The captain represented the Crown with the rank “captain” and was the sovereign’s officer responsible for making the vessel do its bidding. This was a logical division of labour for a large vessel with several missions.<sup>10</sup> Today, a naval ship has a commanding officer in United States practice. As the commanding officer he represents the

United States, a sovereign state. As “captain” in the Tudor tradition, he is responsible for the vessel as an extra-territorial possession coextensive with its characteristics and related chattel. In United States usage, naval ships do not have masters except as petty officers with distinctive adjectival titles such as a master chief petty officer.<sup>11</sup>

**§ 1.2.4. The Rise of the Shipmaster.** The commanding officer’s position arose from the position of master thence captain; the shipmaster’s position also arose from the position of master. Analogously barristers and solicitors arose from the same legal sea of law then sailed different courses. The captain, as matters got organized, was commissioned by the sovereign and the master was warranted by a minister. A vessel owned by a sovereign, but not a warship, and engaged on naval support functions may be commanded by either a civil officer or by a naval officer. Being owned by a sovereign, the vessel is cloaked with sovereign immunity. The commanding officer of a warship is a



commanding officer and captain who may or may not be a regular or reserve naval captain. The commander of a registered auxiliary vessel is as his or her commercial counterpart. If the auxiliary vessel is placed on the naval roll the commander is as his or her warship counterpart. In either of these cases, no matter the linguistic niceties,<sup>12</sup> there is undeniably one in command,<sup>13</sup> one of a commissioned ship of the naval service, the other of a registered vessel of the state or owned by the naval service of a state in civil use but not a warship, and another of a commercially employed registered vessel. The appointment of Captain Combershall established that the rank of captain of marines or of soldiers, a relatively junior rank, was afterwards distinct from the rank of captain at sea whether commercial or naval. It is a relatively senior rank roughly equivalent to a colonel of marines or of soldiers or a senior manager of a civil entity. Large naval assets mirror earlier times by having a commanding officer arising from the sovereign-appointed captain as well as quarters and facilities aboard for flag officers, admirals in Anglophone usage, who arose from the nobility and who are also today carried along to direct matters for the sovereign.

**§ 1.2.5 History Celebrates Explorers not Shipmasters.** The most aptly and similarly situated person to an appointed shipmaster was a maritime expedition leader in times past sent to places such as unexplored lands, archipelagoes, islands and the polar regions. However, even the explorer did not have the powers of a contemporary licensee and appointee in law, unless he had the authority of the sovereign to act as an agent of the state under contract for the expedition or under a later registry scheme doing the same thing under law. Often persons who were experienced shipmasters were put in charge of explorations<sup>14</sup> and were thereby appointees as well as expedition leaders.<sup>15</sup> This was almost always the case in the so-called Age of Discovery from 1400 – 1799. Thus, the shipmaster of a vessel flying the flag of its sponsor could be the expedition leader and appointee and explorer.<sup>17</sup> Many of the



*Henry Hudson's last voyage. many Explorers during the Age of Discovery (ca. 15th – 18th centuries in the West) were appointed shipmasters before, during or after their voyages.*

PUBLIC DOMAIN, PHOTO OF ORIGINAL PAINTING BY JOHN COLLIER, 1881

names recognizable from school history lessons were appointed shipmasters cleverly disguised as explorers in historical retrospect. An explorer has more historical staying power than a mere appointee and hired hand shipmaster. The exploring halves of those called to each is remembered and not the shipmaster halves. The technical and political qualifications of an expedition leader, who was mostly analogous to a program manager for a sovereign, should not be confused with the legal status as shipmaster flying the ensign of the sovereign, a forerunner of registration of the vessel. Expedition leaders often were funded by sovereigns who extracted political rights as well as

rights to resources in return for commercial opportunities and publication rights for the explorer. To do so a letter from the sovereign was issued the explorer detailing the terms of the agreement and the rights of the parties. Hence exploration was often a contract venture and voyage charter to find new lands, trades and peoples to put under the sway of the contracting sovereign and his or her or her funding and his or her or her coreligionists and subjects of mercantilistic bent. These affairs were well before the days of formalized licenses to command. ⚓

*Continued next page >>>*



Characteristics >>> Cont'd from page 31

1. Plato, Republic (514a–520a).
2. The warship commanding officer is commissioned by the sovereign as an officer of the state under the sovereign's laws and not licensed as an officer of the registry as is a civil commander. The sovereign owns the warship. In international law it is an extraterritorial possession of the sovereign and under UNCLOS 1982 and elsewhere it enjoys sovereign immunity. The warship is in the temporary custody of the commander. The powers for the commanding officer's acts come from his or her naval command which supplement the laws of the sovereign. The commanding officer's mission and objectives are to protect the interests of the sovereign as interpreted in his or her naval command's orders or from the sovereign through the naval command. The naval commanding officer's powers aboard are absolute. The responsibility he carries is commensurate with his or her powers. Hence his or her magistracy is one of martial law. By analogy the civil commanding officer's powers aboard outside the military requirements of the naval service approaches absolute powers within the civil laws under which he commands and in his or her agency of necessity can be absolute for the safety of the vessel, cargo and lives under his or her dominion and control or to suppress mutiny and to repel armed trespassers or pirates or armed boarders or persons dangerous to the vessel and its lives and accoutrements. The difference essentially lies in the social structure in which each man works. The means of attaining the same things are often similar technically at sea. The civil commanding officer's powers are clear in law as to their limits, even in his or her agency of necessity. Those means at law – and naval commanding officers must also obey the laws of the sovereign – may be by different means. The strictures of expedience, however, become very narrow in necessity where either commanding officer does what must be done to meet the objective and requires strict obedience from those assisting him.
3. Ensign to Lieutenant Commander in the United States Navy and similar rank but entitled differently in other services following the traditions of the Royal Navy. Lieutenant Commanders are occasionally referred to as a courtesy informally as Commander. Commanders, Captains and Admirals are called by the titles of their offices.
4. In the U. S. Navy, officers are ranked; enlisted persons are rated. Grade of an officer refers to pay grade.
- 5 Rodger, N. A. M., *THE SAFEGUARD OF THE SEA*, 160 (1997).
- 6 Pollard, Justin, *ÆLFRED THE GREAT* (2006).
- 7 Rodger, 158–161, et passim (1997).
- 8 The designation Captain Combershall, R.N. or R.N.R. is a much later affectation.
9. Captain as a word comes from the late 14th century English capitayn or one who stands at the head of others from old French capitaine or captain or leader from late Latin capitaneus or chief from Latin capitis or of the head. By the thirteenth century, "master" had displaced "steersman" or in northern Europe "lodesman" as the nomination for the person in charge of a merchant vessel in the Germanic languages. In the record, magister and its cognates and synonyms replaced gubernator as a term of legal art in the Romance languages. Prior to the regularization of the Royal Navy, there could be more than one master for Crown business. Piperoll 9 No 168. The licensee and appointed shipmaster, however, was in sole command and listed before Crown officers. P.R.O. C 81/1759, No 28 [undated]. On military expeditions, the master was in command only, reporting to a nobleman in charge of the overall expedition or to an admiral.
- 10, Rodger, 158 (1997).
11. This is analogous but unrelated to the term "master craftsman" or, e.g., "master carpenter", which arose in the medieval guilds whereby a mature apprentice, in order to become a member of the guild, had to make a "masterpiece" for his master and have it submitted to a board of the guild for approval before the apprentice could be admitted fully.
12. Adding additional confusion, neither is a captain of the army or of marines, a rank two steps in juniority to commercial masters or most commanding officers of deep-draught warships but another illustration of the referential precision but universal imprecision of the English language. Landside captains or landside or seaside lieutenants are roughly equivalent to the second mate or second assistant engineer of a deep draught vessel. The identity of command ranks rapidly dissolves in the junior pay grades.
- 13 The uniformed Royal Navy came about in 1745 in the symbolic separation from its parent merchant service. Rodger, N.A.M., 345 (2005). Similarly, the United States Navy in the latter part of the 18th Century evolved from the merchant service by necessity where it obtained its masters, officers and seamen. On occasion sailing masters from the merchant navy were commissioned in the Royal Navy whose original duty, as the United States Navy, was to protect the domestic shore and to keep the seas free for the transit of merchant vessels in trade by suppressing piracies and smuggling and to project national political will as directed. These sailing masters were outranked by those holding a royal commission because the masters were warrant officers and not fully commissioned officers. However they were paid substantially more than the commissioned commander making the sailing master the most remunerated person aboard. The interdiction of the smuggling of contraband in many states was turned over to a customs service which, in the early days of the United States, was the Revenue Cutter Service. After several transformations of name and ministerial home it became the U.S. Coast Guard. Navies evolved to attending otherwise the state's business away from coastal waters. The Continental Navy, later styled the United States Navy, followed Royal Navy tradition to a large extent. The relationship between modern state navies and their merchant services is occasionally uneasy and large-scale cooperation is usually a temporary marriage of necessity and not necessarily one of mutual respect. Attempts to "navalise" merchant services have not worked, largely because of the differences in mission, emphases, and training. Horatio Nelson has taken his position in the pantheon of the naval beatified, coming up from midshipman. Coleman, Terry, *THE NELSON TOUCH: THE LIFE AND LEGEND OF HORATIO NELSON* (2001). John Paul (1747 – 1792), a Scottish and colonial commercial shipmaster, was navally beatified by American interests when he was disinterred from a pauper's grave in France in 1913 some 121 years after his demise and reburied with ceremony in a 21-ton Beaux Arts sarcophagus surrounded by black and white columns of royal Pyrenees marble, all designed by Whitney Warren and sculpted by Sylvain Salieres, the whole supported by bronze dolphins and embellished with cast garlands of bronze sea plants. John Paul Jones volunteered for a command in the nascent Continental (later United States) Navy after a checkered career wherein he was implicated in at least two deaths of seafarers under his command by his own violence. He had taken the surname of patriot Willie Jones (1740-1801) of Halifax Co., North Carolina after Jones' hiding of John Paul from a warrant in the second death of a seaman and is described as showing John Paul great hospitality by the patriot's biographers. Thomas, Evan, *JOHN PAUL JONES* (2003) passim; Cutler, Thomas J., *A Question of Paternity*, *NAVAL INST. PROC.*, June 2009, at 93. The tomb was paid for by the U.S. Congress to honor Paul-Jones' patriotic and naval exploits. The tomb is located at the American naval





officer training school in Maryland. Jones' merchant and near-criminal roots as John Paul were rapidly forgot in the march of making the long American past less short in history by this symbolic move and Congressional money. In the early United States, Jones was not alone in crossing from private to naval service, see, e.g. Isaac Chauncey (1772-1840 who alternated his naval work with those of Schermerhorn and Astor interests) (prabook.com). Most of the officers of the Revolution were merchant service appointed shipmasters as were most ratings and officers. Jones' patriotic fervours varied as the paycheck, as did many accomplished officers of the time, going from British to American to Russian where he was made an admiral in Katherine the Great's navy prior to his obscure death, exotic burial and subsequent glorious resurrection in the United States.

14 Persons such as Sir Francis Drake (1540 – 1595) (circumnavigator), Vasco de Gama (1465-1524) (India), Paulo de Gama (-1499) (India), Robert Halpin (1836-1894) (First transatlantic cable laid by Great Eastern); Fred Noonan (1893-1937) (lost with Amelia

Earhart), Henry Hudson (1565-1611) (North America); Jacques Cartier (1491-1557) (North America); Nicolau Coehlo (1460-1502) (India); Samuel de Champlain (1574-1635) (North America) and many more in the so-called Age of Discovery (ca. 15th – 18th centuries in the West) were appointed shipmasters before, during or after their voyages. When appointed shipmasters were not available for expeditions naval officers were often sent to explore.

15 The technical and political qualifications of an expedition leader should not be confused with the legal status as master. Expedition leaders often were funded by sovereigns who extracted political rights as well as resources rights in return for commercial opportunities and publication rights. To do so a letter from the sovereign was issued the explorer detailing the terms of the agreement and the rights of the parties. Hence exploration was often a contract venture to find new lands, trades and peoples to put under the sway of the contracting sovereign and his coreligionists

16 After Richard Hakluyt (1553-1616), English writer and journalist. The Hakluyt Society

(www.hakluyt.com) publishes scholarly books on voyages of discovery, history of exploration, maritime history, and historical travel accounts.

17 Early appointed shipmasters had no formal licensing or certifications. Those came about with the rise in the popularity and utility of marine insurance in the 18th century in England followed by the technological introduction of steam propulsion which emphasized the need for insurance and risk reduction and mandated the need for boiler inspection and engineer certificating and licensing. The increase in ship frequency arising from the Industrial Revolution created demand for a fungible licensee and appointed shipmaster pool of labor comprising technically competent and reliable persons. Certification and licensing and insurance compelled licensee and appointed shipmaster and pilot licensing and certification soon after the engineering licences. See [Capt.] Robert Stanley Bates [U.S.C.G. (ret.)], et al., THE AUTHORITY TO SAIL, A HISTORY OF U.S. MARITIME LICENCES AND SEAMEN'S PAPERS, Batek Marine Publishing (2011).

## On Thanksgiving, Remember Those at Sea

### Our Merchant Mariners Deliver 90% of Everything



The world's oceans.

PHOTO BY IMO



A bulker plows the ocean to deliver cargo. PHOTO BY VASU JAMWAL AT PIXELS



A Maersk containership alone at sea.

PHOTO FROM PIXELS



Typhoon/Hurricane Season is in full swing. Typhoon Hagibis, 2019

PHOTO BY NOAA

## IFSMA Report

*Below is IFSMA Secretary General's latest report. The emphasis remains on efforts to enable seafarers to leave and join their ships on schedule. I remain active in weekly conversations dealing with the hardships of facilitating crew changes on vessels during the Covid-19 pandemic. Commodore Score has joined these zoom conversations adding IFSMA's input into this ongoing international problem.*



### Commodore Jim Scorer, IFSMA Secretary General Report



by Captain  
Cal Hunziker -  
CAMM #2457

I do hope that this foreword to the September Newsletter finds you and your families well as everyone around the world continues the battle against the COVID-19 pandemic. These are very difficult times for the marine industry and in an unprecedented show of strength, Ship Owners, Unions, and Shipmaster Organizations are all working together to try and get nations to recognize mariners as key workers and to get crew changes effectively underway. We have been working constantly at this for over five months and yet we seem to have made little progress. Crew changes have increased, but they are at less than 40% of the average monthly rate, and every time we get a new nation signed up to allow crew changes, there seems to be another spike in cases and they close down again. We estimate that there are

more than 300,000 mariners who now desperately need to be relieved and the same number ashore that need to get back to sea to earn some money for their families. We all remain very concerned about levels of fatigue at sea especially now, so many mariners have been at sea in excess of the 11 months allowed by the International Labour Organization's Maritime Labour Convention. Some have even been at sea in excess of 17 months and this is an enormous risk to safety. Therefore, I wish to draw your attention, yet again, to the letter IFSMA sent to all shipmasters at the beginning of June reminding them of their obligations under international regulations and that if they were concerned about the safety of their crew or their ship, then they had the right to refuse to sail. Indeed, there is an obligation to do so and in this event mariner unions and the ITF will be right behind you. Please keep IFSMA informed if you are in any doubt or need advice. This might just be what is required to jolt the nations out of their inward-looking inaction. You will be pleased to hear that finally

the IMO in London will resume meetings in the middle of September although this will be by video conferencing until at least the end of 2020. Nevertheless, it will enable us to start to pressure national administrations and force them to listen to our plight. I will once again keep you informed on any progress we make.



Commodore Jim Scorer

Please rest assured that we and the Marine Industry Advisory Group, of which IFSMA is part, and all the UN Agencies are doing all we can to get these travel restrictions lifted.

Keep well and stay safe.

## Nautical Institute New President

Jillian Carson-Jackson is the newly elected President of The Nautical Institute. She has vowed to help the Institute and the wider maritime community meet three important challenges – diversity and inclusion, branch engagement and managing the impact of technology. The Nautical Institute is a non-governmental organization (NGO) with

consultative status at the International Maritime Organization (IMO). The aim is to promote professionalism, best practices, and safety throughout the maritime industry and to represent the interests of members. Nautical Institute Branches are grouped into world zones. The principal aim of the Branches is to promote the activities and increase the membership

of The Nautical Institute in their area. Speaking at the Nautical Institute Annual General Meeting in July, Carson-Jackson announced a pledge from the Institute on diversity and inclusion stating, "There has been a concerted effort over the past years to raise visibility of not just women, but the overall role of diversity and inclusion in maritime. The

pledge of the Institute, as a global body for maritime professionals, is to show its commitment to encourage, support and celebrate a diverse and inclusive maritime industry.”

Carson-Jackson commenced her career in the Canadian Coast Guard, graduating from the Canadian Coast Guard College as a navigation officer. With over three decades in the industry, Jillian has worked both afloat and ashore in the CCG, including 10 years as an instructor at the CCGC. Following an active role at IALA (International Association of Marine Aids to Navigation



Jillian Carson-Jackson is the new President of The Nautical Institute

PHOTO COURTESY OF NAUTICAL INSTITUTE

and Lighthouse Authorities) in the development of Vessel Traffic System Training, she moved to France to work

with IALA as Technical Coordination Manager. She then moved to Australia to work with the Australian Maritime Safety Authority (AMSA) as Manager of Vessel Traffic and Pilotage Services.

In 2016, Carson-Jackson left AMSA to set up her own consultancy, focusing on maritime technical advice and education. In May 2020 Carson-Jackson was appointed a Director of GlobalMET. Jillian represents The Nautical Institute at IALA as chair of the Emerging Digital Technologies Working Group (ENAV Committee) and the Personnel and Training Working Group (VTS Committee).

## Anchor Awareness

Lost anchors are the root cause of many groundings and collisions. Officers and crew need to be aware of the risks and assess them thoroughly. This is especially true when anchoring in heavy weather. A growing number of anchor losses reported in recent years prompted DNV-GL (Det Norske Veritas, Norway - Germanischer Lloyd, Germany), Gard (Assuranceforeningen Gard) and The Swedish Club to investigate this issue.

Based on an analysis of cases involving anchor and anchor chain losses, the project partners issued a video and a presentation identifying the most frequent technical and operational causes, and steps crews and operators can take to address them. To view the video go to: <http://www.gard.no/web/content/anchor-loss>

Most anchor losses are preventable if proper maintenance and handling procedures are followed. One of the key findings of the investigation is the importance of the officers and crew being aware of the design environmental loads of their equipment. A frequent cause of anchor loss was due to operators' lack of awareness of the limitations that were imposed when the anchoring equipment was approved by the classification society.

Failure to take these limits into account during shipboard anchoring operations,

can lead to the loss of an anchor and chain. This in turn may lead to significant damage to the vessel. According to GARD, in almost half of the cases of anchor losses, environmental risk factors, such as weather, strength of the currents and water depth, played a significant role in the loss.

Another common cause of anchor losses was the crew's lack of expertise and training in the handling and maintenance of anchoring equipment, including maintenance of the windlass brakes and the proper securing of anchors and chains which are of the utmost importance. There were also a number of instances where technical or equipment failures such as heavily worn brake band linings, corrosion of chain links, spile pins of D-shackles falling out (as not being correctly secured), problems



The MV Sea-Land Express aground in August 2003 off Sunset Beach, Milnerton (Cape Town, South Africa). She dragged anchor and grounded during a storm despite warnings from Cape Town Port Control that the ship was in trouble.

PHOTO NOAA, MARINERS WEATHER LOG, DECEMBER 2003 IS COURTESY OF THE ANTON DE LANGE OF CAPE TOWN RADIO

with chain stoppers and tensioning devices, lead to anchors failing or being lost.

A PDF guide from Gard on Anchor Loss Prevention with recommendations on Technical and Operational issues may be of interest to readers and is available on the CAMM website at <http://mastermariner.org/index.html#news>



# Facilitate Crew Changes - IMO Resolution Calls for Government Action



When can they go home? Over 300,000 seafarers are currently stranded on board ships worldwide.

PHOTO FROM IMO

IMO Member States, meeting during an extraordinary session

of the Maritime

Safety Committee (MSC), have called on all Governments to take urgent action to resolve the humanitarian and safety crisis faced by the international shipping community as a result of the COVID-19 pandemic.

The Committee adopted a resolution on Recommended action to facilitate ship crew change, access to medical care and seafarer travel during the COVID-19 pandemic which urges specific action to address the issue, including designating seafarers as key workers with access to safe travel arrangements.

“This resolution should help ensure integrity of employment and human rights of seafarers and, consequentially, minimize disruptions to global trade, supply chains, efficient operation of maritime transport and ensure the continued movement of food and livestock, products and essential goods by sea. Seafarers cannot remain at sea indefinitely. In addition to the humanitarian crisis that has been caused by keeping them effectively trapped on their vessels, the safety issues that arise from overly fatigued and mentally exhausted seafarers to continue operating vessels are a matter of great concern. If the crew change crisis is not resolved, ships will

no longer be able to operate safely,” said IMO Secretary-General Kitack Lim at the close of the session (21 September), which was held as a remote session.

Secretary-General Lim called on all governments to consider raising the issue of seafarers and the crew change crisis during the high-level week of the 75th session of the United Nations General Assembly, (22-25 September). Additionally, an event to raise the visibility of the crew change crisis was held on World Maritime Day (24 September), bringing together the IMO, the International Labour Organization (ILO), the UN Global Compact, transport and maritime ministers and business leaders.

More than 300,000 seafarers are currently stranded on board ships, with some now having been working for more than 17 months at sea, without a break. A further 300,000 workers are unable to join ships and potentially face unemployment due to government-imposed travel restrictions and quarantine measures in different parts of the world. The crisis threatens the well-being of seafarers and puts navigational safety in peril.

“We must resolve this global crew change crisis as soon as possible, it is now time to row together, it is time for action,” Lim said.

Business leaders are warning that the seafarer crisis could soon interrupt normal flows of international trade since more than 80% of goods including food,

fuel, and medical supplies are transported by sea. Recognizing the crucial role of seafarers in supplying vital goods, the MSC resolution recommended action to facilitate ship crew change, allow access to medical care and expedite seafarer travel during the COVID-19 pandemic. The resolution expresses deep concern about the significant challenges being faced by the global shipping community to effect crew changes and repatriation of seafarers as a result of the COVID-19 pandemic.

The resolution urges Governments and relevant national authorities to:

- Engage nationally and internationally in discussions on the implementation of the Recommended Framework of Protocols for Ensuring Safe Ship Crew Changes and Travel during the Coronavirus (COVID-19) pandemic (as laid out in CL.4204/Add.14) and consider applying them to the maximum extent possible.
- Designate seafarers as key workers providing an essential service, in order to facilitate safe and unhindered movement for embarking or disembarking a vessel and consider legal possibilities for accepting internationally recognized documentation carried by seafarers as evidence of their status as key workers and for the purpose of their travel and movement for crew change.
- Consider, in liaison with relevant ministries and authorities, includ-

# Autonomous Ships and Ports Interface

Trials of Maritime Autonomous Surface Ships (MASS) will be key towards developing an appropriate regulatory regime that addresses the specific challenges of autonomous ships. Eight IMO Member States\* have come together to form the MASSPorts, an initiative promoted by Singapore to address the challenges and achieve alignment of standards for the trials and operation of autonomous ships in ports.

The IMO Secretariat joined the initiative's virtual discussions at its first meeting in early August. At the meeting, key objectives were addressed.

They included a) detailed guidelines for MASS trials in port, b) establish common terminology to include ship reporting and data exchange, and c) facilitating port-to-port MASS trials.

\*China, Denmark, Finland, Japan, the Netherlands, Norway, Republic of Korea, and Singapore



## Remote Audits Used to Avoid Disruption to Ship's Audit Schedule

How can IMO Member State audits be conducted remotely? This was discussed during a virtual meeting of all auditors under the IMO Member State Audit Scheme (IMSAS) (10 September).

Amidst the COVID-19 pandemic, the meeting provided a forum to update all auditors on the impact of the disruption on the implementation of audits under the IMSAS, including remote audits. This process is crucial as it promotes the consistent and effective implementation of the applicable IMO instruments and assists Member States to improve their capabilities as flag, coastal and port States.

Attended by 98 auditors from 50 Member States, the meeting provided a platform to explore next steps for conducting audits for 2021 and beyond using new collaborative approaches for remote audits. Up to March 2020, 76 Member State audits have been conducted under IMSAS. Further audits originally scheduled for 2020 are being rescheduled and moved to 2021.

The goal is to make it easier for companies involved in maritime trade or transport to create software that can communicate, no matter which standard they are based on. Cooperation, com-

munication and collaboration between the various stakeholders to maintain and further develop the compendium, as well as looking into expanding its data set and data model to areas beyond the FAL Convention has been formalized in a partnership agreement signed in March 2020 between IMO, the World Customs Organization, the United Nations Economic Commission for Europe and the International Organization for Standardization.



*IMO Resolution >>>*

- ing those responsible for immigration, temporary measures including (where possible under relevant law) waivers, exemptions or other relaxations from any visa or documentary requirements that might normally apply to seafarers.
- Encourage the use of prevention measures, such as tests on crew before embarkation to reduce the

- risk of crew infections, with a view to facilitating safe and quick crew changes during the pandemic.
- Provide seafarers with immediate access to medical care, medical facilities and facilitate medical evacuation of seafarers in need of urgent medical attention when the required medical care cannot be provided either on board or in

- the port of call. Address the situation of seafarers who, due to their unforeseen longer periods on board, are facing expiration of essential medical prescriptions.
- Governments and relevant national authorities are also invited to designate a National Focal Point on Crew Change and Repatriation of Seafarers, to coordinate action at national level.



*Dedicated to supporting and strengthening the position of American Master Mariner*

# Join Forces with America's Master Mariners

With vessels that are ever larger and more complex, the ability of the Shipmaster to control his/her destiny has seriously eroded. The modern Shipmaster and/or Pilot can find their views and expertise ignored, and in the fast-moving stream of "progress," the voice of a single Master is easily overwhelmed by the tide of change. CAMM offers a channel to be heard.

## **CAMM's issues are your issues**

CAMM is active on issues that are of concern to masters and those working in the maritime industry. CAMM currently has 22 positions of support or opposition to major issues affecting mariners. Some current positions focus on the Criminalization of Shipmasters, Ports of Refuge, Watch Stander's Fatigue & Task-based Manning, and Regulatory Burden on Ship Masters. A CAMM Position is a statement which has been voted on by the membership at CAMM's Annual General Meeting and expresses the majority opinion of the membership.

## **CAMM advances the professional profile of our industry**

CAMM is dedicated to improving maritime and nautical science by promoting the exchange of information and the sharing of experience among professional ship masters and members of allied professions.

## **CAMM builds partnerships**

CAMM is devoted to fostering a spirit of common purpose among all organizations whose members believe in the importance of a strong U.S.-Flag Merchant Marine. CAMM works with professional maritime organizations around the world to protect the rights of seamen from all nations.

## **Representation at IMO through IFSMA**

CAMM is a member of the International Federation of Ship Masters Associations (IFSMA), which has consultant status at the International Maritime Organization (IMO) of the United Nations. CAMM's actively sailing masters are automatically enrolled as members of IFSMA.

## **CAMM is on your side**

CAMM is dedicated to promoting an efficient, prosperous American Merchant Marine. The expertise of CAMM members is recognized throughout the world maritime community. There are frequent requests to provide expert witness testimony in maritime legal cases and opinions on maritime regulations.

## **CAMM supports maritime education**

CAMM supports maritime education through maritime high schools, Sea Scouts, and the support of cadets at maritime academies. Local CAMM chapters lead the effort in educating the public about the Merchant Marine.

## **Apply at [www.mastermariner.org/membership](http://www.mastermariner.org/membership)**

*Mission Statement: The Council of American Master Mariners is dedicated to supporting and strengthening the United States Merchant Marine and the position of the Master by fostering the exchange of maritime information and sharing our experience. We are committed to the promotion of nautical education, the improvement of training standards, and the support of the publication of professional literature. The Council monitors, comments, and takes positions on local, state, federal and international legislation and regulation that affect the Master.*



Captain Cal Hunziker, CAMM President and IFSMA VP, at the IFSMA AGA in Baltimore, MD 2017



Captain RJ Klein, CAMM Executive VP; Congressman John Geramendi; Captain Jeff Cowan, CAMM Government Liaison VP; Captain Joe Hartnett, President CAMM Baltimore/Washington Chapter



Above: Captain Coulombe, Captain Madden, and Captain McCann (Canada) share a moment at the Joint CAMM IFSMA 2017 Conference. Below: Captain George Quick makes a point about autonomous ships at CAMM 2017.







# Membership Application

The Council of American Master Mariners, Inc.

I, \_\_\_\_\_, hereby apply for membership in The Council of American Master Mariners, Inc., and attest to my qualifications below.

Birthplace (city, state, country): \_\_\_\_\_ DOB: \_\_\_\_\_

	Home	Business
Address		
City, State, Zip		
Email		
Phone	Land: _____ Cell: _____	Office: _____ Cell: _____

### Present Occupation:

- At Sea: Position: \_\_\_\_\_ Vessel: \_\_\_\_\_ Company: \_\_\_\_\_
- Ashore: Position: \_\_\_\_\_ Vessel: \_\_\_\_\_ Company: \_\_\_\_\_
- Retired: Position: \_\_\_\_\_ Date: \_\_\_\_\_ Company: \_\_\_\_\_
- Cadet: Academy: \_\_\_\_\_ Expected Graduation Date: \_\_\_\_\_

### Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

### Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

Membership Class: Please check. See CAMM Constitution for more details of class requirements. All members must be U.S. citizens with the exception of AF membership.

- R - Regular:**
  - (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on voyages.
  - (RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.
- S - Special:**
  - (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
  - (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
  - (S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.
  - (S5) Valid USCG 500 ton Master's License and commanded vessel or vessels on voyages.
- A - Associate:**
  - (A) U.S. Military equivalent of Master's license; maritime official serving in an executive, administrative or operational capacity; Person of Distinction in maritime fields of: education, training, research, regulation or government.
  - (AL) Valid USCG Deck Officers license for Any Gross Tons currently sailing on vessels over 5,000 GRT.
  - (AF) Foreign Master Mariner: Valid Unlimited Master License and commanded vessels over 5,000 GRT on voyages.
  - (AC) Cadet/Midshipman enrolled at a maritime academy as a deck cadet/midshipman.

Sea-Going Qualifications: Years of Service: \_\_\_\_\_ (Check boxes that apply. See above for key)

Vessel Served	GRT	Date(s)	Route(s)	R	S	AL
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Pilotage Qualifications: Years of Service: \_\_\_\_\_ (Check boxes that apply. See above for key)

Vessel Served	GRT	Route(s) (dock/harbor sea bouy)	License Issuing Authority	R	S
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

Please return this application with a copy of your Master's or Pilot's license, and a copy of your last discharge along with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George N. Zeluff, Jr., Membership Vice President, 2907 Shelter Island Dr. #105-606, San Diego, Ca. 92106-2797. Email: Captzeluff@mastermariner.org

To the best of my knowledge, the above information is correct and I agree, if elected member, to abide by the Constitution and By-Laws of The Council of American Master Mariners, Inc.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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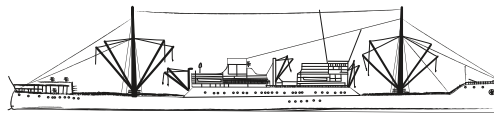
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